

THE LITERARY DIGEST

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TOPICS OF THE DAY



A PACIFIST IN CHARGE OF OUR FOREIGN RELATIONS

IN THE BRIEF TIME that he has held the portfolio of State, William Jennings Bryan has shown, in the felicitous words of a fellow speaker at a recent banquet, "that so far as he can, he is not going to permit humanity to be crucified on a cross of war, but instead, that he will work to have it crowned with the golden crown of peace." Not that the universal recognition of the Secretary's stand means anything like a unanimous commendation of what he has said and done. His course "is winning him new and unaccustomed esteem," in the opinion of the New York *Evening Post*, which adds graciously that this is "not the least pleasing aspect of his peace policy." But other editors grumble at the sight of the Secretary of State "gadding about" to talk "generalities," and cannot find anything of practical merit in the plans he has announced. According to *The Army and Navy Journal's* way of thinking there is even danger that the Secretary of State may be hurting the nation's interest, at the present time, "by his attendance at peace meetings and his declarations that every question should be settled in a peaceful manner." Mr. Bryan evidently has no such misgivings. He has had to carry on difficult negotiations dealing with protests from a Power sometimes thought of as our great future rival, yet the faith within him remains unshaken, and he remarks serenely:

"I made up my mind before I accepted the office of Secretary of State that I would not take the office if I thought there was to be a war during my tenure. When I say this I am confident that I shall have no cause to change my view, for we know no cause to-day that can not be settled better by reason than by war.

"I believe that there will be no war while I am Secretary of State, and I believe that there will be no war so long as I live, and I hope that we have seen the last great war."

Mr. Bryan's fanciful "two-battleship program," a vision of the day when our Navy shall be made up of the dreadnoughts *Friendship* and *Fellowship*, whose "shells carry good-will" and "are projected by the smokeless powder of love," is of course received by the press either derisively or with kindly good humor. But the Secretary has offered a concrete plan for the promotion of peace which has compelled the newspapers to take it on its merits and to give it serious criticism or commendation. This proposition has been laid before the Senate Foreign Relations Committee, and has been presented to the entire diplomatic corps, assembled expressly for that purpose. The Brooklyn

Eagle sees in the Bryan plan simply an adaptation to diplomatic purposes of the homely advice: "When angry, count fifty; when very angry, count a hundred." "The prescription for the Bryan 'cooling off' and 'getting sober' medicine," as the New York *Commercial* calls it, is simply the suggestion that all nations adopt, in addition to any arbitration treaties they may be bound by, an agreement something like this:

"The parties hereto agree that all questions of whatever character and nature in dispute between them shall, when diplomatic efforts fail, be submitted for investigation and report to an international commission (the composition to be agreed upon); and the contracting parties agree not to declare war or begin hostilities until such investigation is made and report submitted.

"The investigation shall be conducted as a matter of course upon the initiation of the commission without the formality of a request from either party; the report shall be submitted within (time to be agreed upon) from the date of the submission of the dispute; that the parties hereto reserve the right to act independently of the subject-matter in dispute after the report is considered."

While this is evidently as much an Administration measure as the Taft arbitration treaties, and while Secretary Bryan insists that to President Wilson belongs all credit for "the latest and longest step toward peace," the New York *Herald* (Ind.) contends that W. J. Bryan is really "its proud daddy." And it quotes as authority this passage from Mr. Bryan's own *Commoner*:

"The peace plan which the President authorized the Secretary of State to present to the representatives of foreign nations was presented by Mr. Bryan to a peace congress in London in 1906 and unanimously indorsed by it."

At one of the many dinners that have been given to the delegates who are arranging for the celebration of one hundred years of peace between this country and England, the Secretary of State said of this Wilson-Bryan plan:

"I believe, my friends, that this proposition is as long a step in the direction of peace as has ever been proposed. It does not mean to take the place of arbitration treaties; make all you can; submit to arbitration every question which you can agree to submit; but when you are through you will find, at least we have found thus far, that there are certain questions that are excepted.

"And they are so important that they themselves become the cause of war. And it is the purpose of this plan to close the gap and to leave no question to become a cause of war. It is the

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belief of the President, it is his earnest hope, that when these treaties have been made, or agreements if you prefer to call them such, agreements between this nation and all the other nations severally, by which there will be investigation before hostilities begin, it is his belief, it is his hope, that war will become practically impossible."

This proposition "places the United States in the leadership of the peace movement," declares the *Pittsburg Dispatch* (Rep.),



THE NEW MARINE PAINTER.

—Berryman in the *Washington Star*.

and the *Indianapolis News* (Ind.), *New York Evening Post* (Ind.), *Boston Advertiser* (Rep.), and *Chicago Tribune* (Prog.) are equally confident of its value. The *New York Times* (Ind.) speaks of it as "one of those rare ventures in the field of world affairs of which it may be said that it can do no possible harm, and may do much good." True,

"It would by no means necessarily prevent all wars, for war is sometimes the only final arbitrament. But it would tend to prevent all but the truly inevitable contests. It would, moreover, be in the direct line of the traditional policy of the United States with reference to the peaceful adjudication of international disputes, and it would very powerfully reinforce that policy. It would, indeed, in most cases, make resort to arbitration unnecessary, for if we engaged to study all causes of difference, in cooperation with the other Government, for a year or half a year, the chances are many that we should come to an agreement without outside aid. . . . It will be a national and an international gain if it be adopted."

Yet the *Brooklyn Eagle* (Dem.), which believes that nations would often find the "cooling-off" process of distinct value, notes this "serious objection" to the Bryan plan:

"It does not and can not prevent a nation secretly resolved on war from carrying on preparations for war during the whole period of investigation by the proposed international commission. It is quite conceivable that the opportunity given for the 'cooling-off' process might be abused by one of the contracting parties so far as to obtain a distinct advantage over the other when the time came to throw diplomacy and arbitration overboard."

Other dailies, like the *Philadelphia Inquirer* (Rep.), *Detroit Free Press* (Ind.), and *Chicago Inter Ocean* (Rep.), think the Administration's plan "harmless, but futile." The *Inter Ocean* argues that modern wars are not entered upon in sudden anger. It takes two typical instances:

"The blowing up of the *Maine* but struck into flame the smoldering conviction of two or three generations of Americans

that some day we would have to kick Spain out of Cuba. The Balkan declaration of war was unexpected to those who assumed the inevitable military superiority of the Turk, but the Bulgarians had been preparing to fight ever since the Treaty of Berlin."

In a recent Sunday peace sermon in Washington, Secretary Bryan paid his respects to the business interests and the newspapers which he says are behind the "war-scare" talk. To quote from his remarks given in the press accounts:

"The world is learning that back of much of the furor for war, back of much of the stirring of the passions of the people, is the interest in armor-plate and in battle-ships on the part of corporations whose business it is to build those battle-ships and to make this armor-plate. It has even been found that men in one country will spend the money to stir up in another country a feeling against their own country. If you can think of a baser use of money than that you will have an inventive genius of which you may be proud."

"Not only that, but I believe that with a larger intelligence the people will begin to discriminate between patriotic newspapers and newspapers which are more interested in big headlines and sensational news than in the spread of truth."

The new and "refreshing thing" in all this, according to the *New York Evening Post*, "is to have a Secretary of State, especially concerned as he is in maintaining friendly relations with other countries, take the public into his confidence and courageously point out the selfish and insidious enemies of peace."

But *The Army and Navy Journal* (New York) takes a far different view of Mr. Bryan's utterances. Such a remark as "I know no cause that can not be settled better by reason than by arms" may easily, it declares, "be misconstrued by foreign jingoes as an evidence of national weakness." Further:

"It may not only create in Japan a misinterpretation of the temper of the American people, but it is likely to show the people of California that the negotiations with Japan are being conducted by the State Department through the intermediary of a doctrinaire who is actuated more by devotion to his abstract theories of right than by a just estimate of the actual conditions confronting the Californians."

We have already seen, says *The Journal*, melancholy examples



BUSY DAYS FOR THE HANDY MAN.

—Sykes in the *Philadelphia Public Ledger*.

"of a wrong reading of the fighting pulse of a nation." One was the erroneous opinion in the South before the Civil War that the North lacked fighting spirit. "Again, before the Spanish-American War, the people of Spain had been deluded into the belief that their navy was superior to that of the United



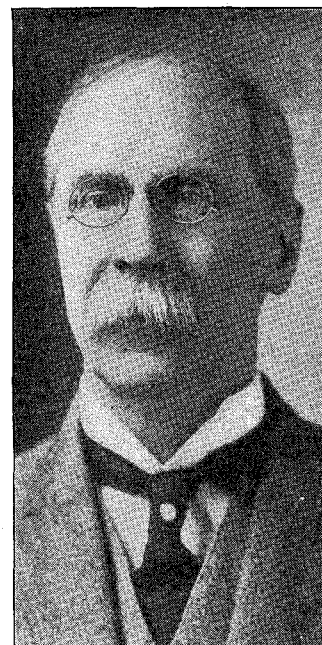
Photographed by Harris & Ewing.

VISCOUNT SUTEMI CHINDA.

The Mikado's Ambassador to the United States.



"TUT, TUT, TUT, SUCH CARELESSNESS."

—Donahy in the *Cleveland Plain Dealer*.

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GEORGE W. GUTHRIE,

The new United States Ambassador to Japan.

THREE DIPLOMATS AND THEIR PROBLEM.

States." These examples inspire *The Journal* to ask whether, in this case,

"Mr. Bryan is not treading dangerously near the border-line not only of good taste, but also of diplomatic propriety, in raising his voice now in favor of settling all questions without war."

THE RACE ISSUE IN THE JAPANESE PROBLEM

THE ENACTMENT of the Webb-Bloodgood Act has, in the opinion of most press commentators, enabled California to exclude the Japanese from land-ownership without violating the treaty of 1911. Herein, and in passing the controversy entirely over to the Federal State Department, which must now defend California's action, Governor Johnson and the State legislature have admittedly triumphed. But they are reminded by a Japanese lecturer in the University of Chicago that "they have now raised an issue which, we presume, the Californians are not much enamored of—the question of the naturalization of the Japanese." Japan being "in a way pushed to the wall," this writer says in a letter to the *New York Times* that "one can see no other recourse for her than to ask the American Government to grant to her subjects the right of naturalization accorded to Europeans, or to give her a satisfactory answer that her subjects shall not be discriminated against." So, despite the objections of some Washington correspondents that Japan will never take any move to assist her citizens to expatriate themselves, it seems to be generally understood among newspaper writers that Japan has now made the issue "one affecting her national pride and honor rather than the mere question of alleged violation of treaty rights." Mr. John Temple Graves even goes so far as to inform readers of the Hearst papers of the "idea now generally entertained" in Washington "that Japan has from the beginning used this protest as a mere preliminary to a formal demand that its people should be eligible to citizenship." And it seems "more than likely" to the more conservative editor of the *Philadelphia Record* that "the purpose of the protest is to press the race issue to the front"—

"The California demagogues had better have left well enough alone. They have made acute a controversy that lay dormant and would have remained so indefinitely."

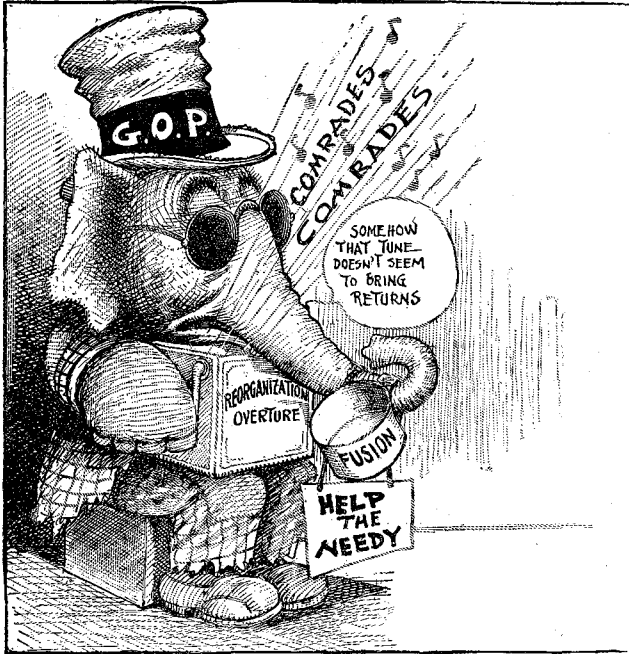
The race issue has thus superseded the land question in journalistic discussions in both Japan and the United States. Tokyo dispatches tell of newspaper protests against "racial prejudice of the whites" and quote a declaration by Mr. Tokutomi, editor of the *Kokumin*, that "the white men's clique must be overthrown in the interest of Japan and in the interest of humanity."

Dr. John R. Mott, who only lately refused the post of Minister to China and who has just returned from a visit to Japan, where he talked with leaders of public opinion, says that

"The Japanese, as a nation, want nothing more of us than a non-discriminatory attitude. They have no objection to the most rigid requirements both for immigration and naturalization; in fact, they have themselves some of the most drastic laws concerning the holding of property by aliens, but they do not want to be considered as a race inferior to the races of Southern and Eastern Europe whose immigrants we admit in such large numbers. They simply do not want to be discriminated against."

Dr. Mott, it should be added, in the course of a *New York Tribune* interview, warned Easterners that the opening of the Panama Canal "will bring the question that is now bothering California right up to our Eastern ports." "So long as the American attitude excludes the Japanese from rights accorded to Europeans, so long," writes the *New York Evening Post's* Tokyo correspondent, "will there be trouble." "Personally," he continues:

"I may say that I have lived in various parts of Europe, in Canada, and in every part of the United States, including the most congested immigrant regions, both East and West, and I do not hesitate to say, after some years of residence in Japan, that the Japanese is more worthy of American citizenship than the average immigrant from Europe. It is a mistake to wait until Japan asks for the right of citizenship. I can scarcely conceive of the Japanese authorities ever taking an attitude that many could be sure to interpret as disloyal, at least, to national tradition. It is a matter that, so far as Japan is concerned, must be left to individual initiative; but it would be a just and gracious act if America could see her way to granting, without formal



NOTHING DOING.

—Culver in the *Los Angeles Express*.



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SHEDDING YOUR HORNS IS BAD ENOUGH, BUT HOW ABOUT SOMETHING TO EAT?

—Kemble in the *New York Evening Sun*.

THEIR HOUR OF NEED.

request, the same right to naturalization that she now concedes to nationals from Europe."

It need hardly be said that such a view is not fairly representative of newspaper opinion in this country. Says the *New York American*:

"Under existing economic and social conditions in this country, it is quite out of the question to open our doors to an unrestricted Oriental invasion. We can not possibly permit a horde of Japanese immigrants to become part and parcel of the American people.

"On this subject Americans are sure to be practically unanimous."

And with varying decisiveness and vigor of utterance we find such papers as the *San Francisco Star*, *New York Times*, *Chicago Tribune* and *Inter Ocean*, and *St. Louis Globe-Democrat* testifying to this practical unanimity. The *Chicago Tribune*, indeed, tries to convince the Japanese that exclusion from citizenship implies no inferiority, only essential difference in kind, "that the Oriental races might be excluded from citizenship with a full recognition of the eminence of their civilizations, of their great virtues." Others, however, are more outspoken. The *Newark Star*, for instance, declares that we are really facing the much-talked-of "yellow peril," that this is not a Californian, or even an American, but a "world question."

To the Oakland (Cal.) *Enquirer's* question, as to what Japan will do now, we find three suggested answers in the press. Suit may be brought in the United States courts to determine the validity of the California land law, or to fix the question of Japanese eligibility under our naturalization laws. Were the latter done, it would, in the *New York Journal of Commerce's* opinion, be a most desirable consummation. Or, Japan might negotiate a new treaty with this country "increasing the opportunities of immigration and guaranteeing real property rights." But, says the *Salt Lake Herald*, "should the Administration endeavor to nullify the California statute by the formulation of a new compact, the Senate of the United States is there to prevent it." And the *St. Louis Globe-Democrat* is convinced that the Senate would do so. Then, if diplomacy fails, we read in the *New York Tribune's* Washington correspondence, obviously "Japan's only resort is to The Hague, under the provisions of the arbitration convention, which expires by limitation on August 24 next."

To this we should object, protests *The Army and Navy Journal* (New York), which thinks that "the men at The Hague will be no better qualified to render a just decision on the points raised by the acts of the California Legislature than would be the people of the Western Continent to decide between the Turks and the Allies if the questions at issue between them were submitted to a tribunal made up of delegates from North and South America."

SETTING THE REPUBLICAN FRACTURE

AGAIN THE CRY of "Get Together" is raised for Republican and Progressive ears, the *Chicago Inter Ocean* (Rep.) remarks, in commenting on D. R. Hanna's appeal for union and a "purified and popularized" Republican party, while the same call is recognized by the *New York Sun* (Ind.) in the harmony conference at Chicago of such leading Republican progressives as ex-Governor Hadley and Senators Cummins, Kenyon, Borah, Crawford, Gronna, and Sherman, with thirty-two additional Republican leaders from nine States. The conferees adopted a resolution recommending that a national convention be held at as early a date as practicable this year in order to accomplish certain reforms in party machinery tending to restore harmony. The first of the new provisions affects the basis of representation, so that delegates shall represent the proportion of Republican voters, not the general population; and the second would have the primary laws of the respective States recognized in the election of delegates. The other provisions are general, and the *Newark News* (Ind.) hints of the whole manifesto of the conference that it should have contained a demand that the present members of the National Committee resign because it is "hopeless to hold out overtures to the Progressives" until there is a radical change not only in "the party rules, but also in the party management." Yet a different view is held by the *Rochester Post-Express* (Rep.), which explains that the assumption of the conferees is that the proposed changes in convention machinery "will meet the objections of the Progressives" and "reunite the party," as "there is no unbridgeable gulf between the factions."

A cheerful view is taken by the *Boston Advertiser* (Rep.), which avers that "many Republicans went out of the party without

surrendering any of the principles which make the basis of Republican beliefs," while the *St. Louis Globe-Democrat* (Rep.) holds that "the Progressives are swinging back to the Republican party, as shown by municipal elections in Chicago, St. Louis, and in towns in Colonel Roosevelt's neighborhood," as well as "in the State contest in Michigan." To keep up the split any longer, in the opinion of the *Ohio State Journal* (Rep.), is "neither good sense nor good spunk," and it throws out the caution that while both the Progressive party and the Republican party will have to make concessions, these concessions "will be more of party pride than of doctrine." The *Denver Times* (Ind.) captions the situation as "a living party: dead issues," admonishing the Republican party that as it was third in the race last fall, it must make the concessions "to the Progressive party," yet in any event both groups must unite to oppose the Democrats with a "definite, authoritative platform." That the Democrats need united opposition is also the injunction of the *Seattle Post-Intelligencer* (Rep.), which is "in hearty sympathy" with the plans of the Chicago conference; and in similar spirit the *Portland Oregonian* (Rep.) observes of the movement for a special National Convention that it should "receive the indorsement of all loyal Republicans." A like stand is taken by the *New York Tribune* (Rep.).

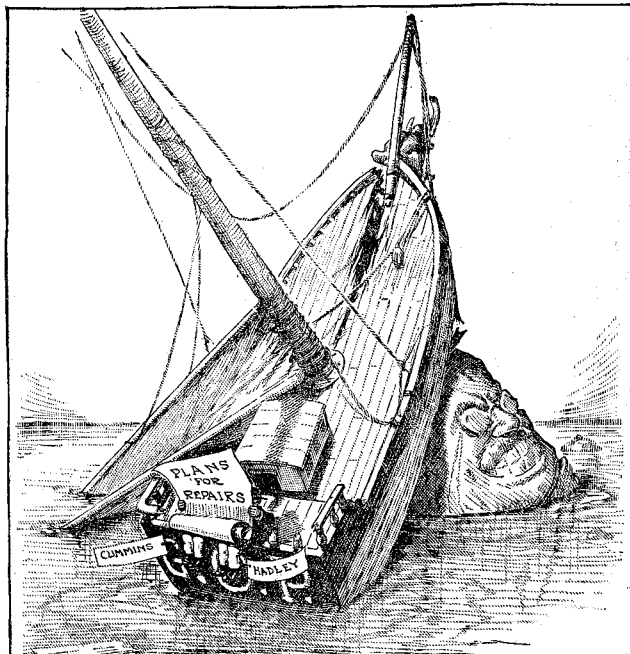
But while the regular Republican papers in all parts of the country seem keenly desirous of reunion, it is noticeable that the Progressive papers are mostly cynical or frankly hostile to the idea. The *Chicago Tribune* (Prog.) states that if another Republican convention is controlled by the same powers that controlled the last, "it will almost, if not quite, end the Republican party," and in mordant vein the *Detroit News* (Prog.) remarks:

"The progressive Republicans in fact and the progressive Republicans in pretense are getting together for an attempt at hybridizing the Republican progressives and the Republican stand-patters into one amiable, intelligent, and harmonious whole, on a basis that will please all parties.

"The reorganized party, in order to please all the elements in itself, must have a platform of rare and curious workmanship

the *Philadelphia North American* (Prog.) says of Senator Cummins' "penny project of a remodeled Republican party":

"However absurd the plan of Republican reorganization may be, it should be applauded and encouraged by all Progressives. For every successful move made by the projectors serves further



GET HER OFF THE ROCKS FIRST.

—Sykes in the *Philadelphia Public Ledger*.

to indict the Republican bosses, to prove the charges brought by the Progressives, to demonstrate the soundness of the Progressive position, and to commit still larger bodies of voters to the principles of popular government. We confidently believe the movement will do more—that it will eventually land Cummins, who is thoroughly conscientious, and Borah and Hadley, who let nothing but political expediency interfere with their adherence to principle, where they belong: in the Progressive party."

Even Mr. Munsey's *Baltimore News* (Prog.), we are reminded by the *Chicago Evening Post* (Prog.), which was one of the original proponents of the "amalgamation holding company," "does not take great stock in the new movement," asking, "what is to become of it if, having indorsed all these reforms, the National Committee still entrusts their administration to Barnes and his like of the old régime?" Unalterably Progressive, the *Oakland Enquirer* asserts that "Republican prayers for the return of the Progressives will be unavailing," because they could join the Republicans only by "retrogression, abnegation, and degradation," for theirs is "the second party of the Republic by right of conquest," and the first "by right of conscience." The *Enquirer* mentions some of the eminent men and women who have taken up the Progressive crusade and speaks of the platform as "a new declaration of rights" with a "humanitarian mission," and precisely such ideas impel the *New York Evening Post* (Ind.) to note that as "social service doctrines" are the live issues in which the Progressives have specialized, "if the Democratic tariff is a success, the chances of amalgamation are slim," for the tariff then passes from the field of controversy, and between the Republicans on one side and the Bull Moose on the other "there remains absolutely nothing in common." Another independent paper, the *Dallas News*, says:

"The prospect of winning control of the Republican party, even under fair rules, is hardly bright enough to lure the Progressives from the guardianship of their principles; for if they should cast and lose, they could become Progressives again only by 'welshing,' and the 'welsher' rarely prospers even in politics."

Their principles are of a radical age, remarks the *New Orleans*



HELP!!

—Plaschke in the *Louisville Times*.

which will read to the stand-patter like an unwavering adherence to the old régime which went into the discard, and which will be equally pleasing to these ardent progressives."

Equally disdainful of the conferees are the influential *Los Angeles Tribune* (Prog.) and *Kansas City Star* (Prog.), while

Picayune (Dem.), and all the Republicans "who can not keep step with Colonel Roosevelt and the advance guard of the new party will either have to straggle in the rear" or try to gather up enough conservatives to make "some sort of an organization," which conviction is echoed by the *El Paso Morning Times'* remark that "the discordant elements within the Republican party can not be harmonized during the lifetime of Col. Theodore Roosevelt, except on one condition, and that involves the acceptance of Colonel Theodore Roosevelt as the supreme boss of the Republican party." A contrary view is taken by the *Atlanta Constitution* (Dem.), however, which points out that "through the length and breadth of the two opposing organizations there is evidence of an approaching understanding" against which the Democrats will have to put up a strong front; yet the *Montgomery Advertiser* finds that "from a Democratic standpoint the situation is all that can be desired," and proceeds to say that there seems "no possible chance for the Progressives and the Republicans to get together now, or at any time in the future."

FEDERAL RAILROADS FOR ALASKA

THE DARK FOREBODINGS of those who said that too much "conservation" would be the ruin of Alaska seem to have come true to the extent that when the "predatory" railroad builders were driven out, nobody else appeared to do the work. The claim of the critics has been that just such a result would follow a hostile crusade against capital that was needed for opening up the Territory. But the Wilson Administration has a remedy. Government ownership of railroads in Alaska, according to Secretary Lane, of the Interior Department, is "the one policy that will most certainly make for her lasting welfare," and while the proposal appears to the *Indianapolis News* (Ind.) as "neither new nor startling," yet it has "the strong point of practicability and availability." The plan is "at least worth a trial," thinks *The News*, which believes that if it had not been for "the many capitalistic scandals connected with private operations in Alaska," Secretary Lane's suggestion might have met with scant consideration; but now that "disgraceful plots to seize the vast riches" of the Territory "for the benefit of a mining syndicate or two" have been frustrated, nobody else seems ready to take hold, and altho Alaska is "no longer in danger of being taken over by these interests," her development is slow and halting. *The News* is ready to admit that the entrance of the Federal Government into the railway field in Alaska may be regarded by some as "the opening wedge of government ownership of railroads," but it denies that this is so, because conditions in Alaska are exceptional, and "what would be ill-advised in continental United States might prove the salvation" of Alaska.

The recommendation for the building of the Alaskan railways by the Federal Government is stated in a letter Secretary Lane sends to the Senate Committee of Territories, in which he suggests that we think of Alaska "as a land not only of mines and fisheries, but of towns, farms, and factories, supporting millions of people of the hardest and most wholesome of the race," and, in defense of his policy of government ownership of the railroads, he argues:

"This is a new policy for the United States. Very true, this is a new part of the United States. And policies properly change with new developments. One determining question in all matters of government should be 'what is the wise thing to do?' The ancient method of opening a country was to build wagon roads. The modern method is to build railroads. To build these railroads ourselves and control them may be an experiment, but such a plan does not suggest scandals more shameful or political conditions more unhealthy than many we have known in new portions of our country under private ownership."

The success of the Government-owned Panama Railway Com-

pany is urged by the *New York Press* as an argument in favor of the Lane project. On the other hand, *The Wall Street Journal* is opposed to Secretary Lane's proposal, saying that Mr. Lane as a member of the Interstate Commerce Commission "long ago came under the suspicion of railroad men" as being in favor of government ownership of railroads. The *Chicago Inter Ocean* (Rep.) describes railroad men as puzzled by Mr. Lane's recommendation, as well as by "the proposed government purchase for \$20,000,000 of the Copper River and Northwestern Railroad, controlled by the Guggenheim interests, and the expenditure of \$30,000,000 on improvements and extension," from which *The Inter Ocean* concludes:

"It would appear to be only fair that the Government, if it is going into the railroad business in Alaska, should buy all the railroads and make whatever improvements and extensions are necessary for the development of the country. If the Government buys one road and uses its unlimited millions in improvements and extensions, it does not require the seventh son of a seventh son to read the future of all competing railroads. And as for future investment by private capital in Alaskan railroads—why, there simply will not be any."

Private capital will still be dominant in Alaska, the *New York Call* (Soc.) maintains, because the "public ownership" proposed in Secretary Lane's letter is seeming, not real, and *The Call* adds:

"We venture to say there will be no opposition to this project from the interests which control the resources of Alaska. They will figure that there is no need for them to go to the expense of constructing railroads when the Government itself will construct them out of the public funds. When built they will control them, practically, tho the Government may appear as the nominal owner. They will own or control practically all the freight handled by such roads, and as they are about the only 'public' that will be served by them, they have no reason whatever to oppose the project, but every reason to support it."

TWO "PROGRESSIVE" LEGISLATURES

THE MARKED tendency of the time in State legislation is apparent, the *Springfield Republican* (Ind.) notes, in the record of the recent sessions of the legislatures of California, Ohio, and New York, and it finds, in the cases of California and Ohio, that it is difficult to determine from the character of the laws passed which legislature is "the more progressive as that word is now commonly used in politics." *The Republican* sees further in the penal legislation in California and Ohio "a new spirit in dealing with the difficult question of crime," and adds that California's new laws in the matter of marriage and of the social evil are "of vital interest." The legislature and Governor of California are Progressive, while the legislature and Governor of Ohio are Democratic. The *Nashville Tennessean* (Dem.) remarks that these States "have demonstrated their progressiveness in government," and it gives the following list of some of the new Ohio laws:

A "blue-sky" law.

Torrens system of land tenure.

State bank regulation with regular inspections.

State survey of public schools to promote efficiency.

Jury verdicts in civil suits by a three-fourths vote.

Women made eligible to certain public offices.

The short ballot in State elections.

Primary elections for the nomination of all candidates for office.

A model city charter law and home rule in municipal affairs.

Thirty million dollars for good roads, to cover ten years.

A State commission for regulating the liquor traffic.

A widows' and mothers' pension act.

A pension act for the blind.

A compulsory workmen's-compensation act.

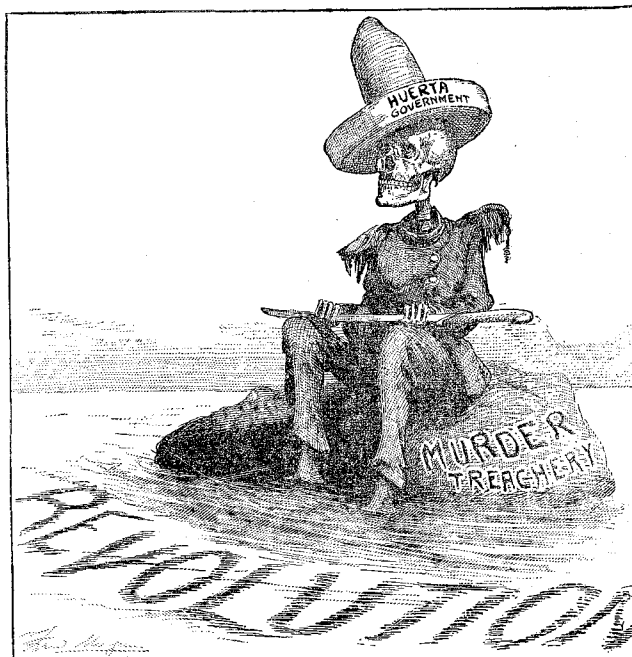
Restriction on number of work hours per day for women.

Convicts placed under indeterminate-sentence system, and prison authorities granted power to release those making good record when it can safely be done.



LOOKING FOR RECOGNITION.

—Bronstrup in the San Francisco Post.



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CAN YOU BLAME YOUR UNCLE SAMUEL FOR NOT RECOGNIZING THIS?

—Morgan in the Philadelphia Inquirer.

CARTOON GLANCES AT AN UNRECOGNIZED GOVERNMENT.

The Tennessean then gives a list of California's new reform legislation:

Workmen's-compensation act.
 Mothers'-pension act, establishing a fund for orphans.
 Rural credits commission to study European systems.
 Minimum-wage act, establishing welfare commission.
 A "blue-sky" law.
 Water commission to control power and irrigation supplies.
 Teachers'-pension act.
 "Red-light" abatement act, placing responsibility for houses of ill-fame on property-owners—to be voted on by the people.
 Law providing aid for discharged convicts and providing for wages to be paid convicts during incarceration.
 Act applying the principle of the Federal white-slave act to intercounty traffic in women.
 Act requiring all male applicants for marriage licenses to show health certificates.

Such legislation as this, *The Tennessean* concludes, "is a fair index to the sentiment of the American people," and yet those of them who are in California itself, where the echoes of the

legislative voice still ring clear, are not at all of one mind. The conservative San Francisco *Argonaut* (Ind.), for instance, speaks of the State legislators as "imbeciles" and calls their work "a sorry business." The Progressive Los Angeles *Tribune*, on the other hand, asserts that the criticism of the legislature has come from "reactionary political elements and their journalistic allies," and adds that the reform measures which have been converted into laws are not "freak legislation," but give "statutory effect to certain definite principles of social and industrial justice." In proof of this *The Tribune* cites the Minimum-Wage Law that—

"provides for the appointment of an industrial commission to investigate wages, hours, and conditions of labor of women and children, and the commission is given certain powers relative to the fixing of rates of wage. Few measures of social and industrial justice are comparable to this in importance. Every woman who toils should receive a wage sufficient to enable her to live in decency. Less than that constitutes industrial oppression and social injustice."

TOPICS IN BRIEF

It's never too late to reform.—Look at *Harper's Weekly*.—*Detroit News*.

If Albania honestly and truly wants an American king we nominate Bill Haywood.—*Syracuse Post-Standard*.

"ARE we ever safe?" inquires the *Memphis Commercial Appeal*. Depends a good deal on the umpire.—*Columbia State*.

"COLLIER'S," with a fine preciosity in phrasing, advertises in *The World* for a college man or man of good education.—*New York Mail*.

WHILE Secretary Bryan is building a battle-ship of friendship the Japanese are laying the keels of three superdreadnoughts.—*Richmond Journal*.

THERE is more rejoicing over the one Moose that returns to the fold than over the ninety-nine stand-patters that went not astray.—*Washington Post*.

If it is a fact that London men are wearing egrets in their hats we have nothing further to say. Let the suffragettes do their worst.—*Philadelphia Inquirer*.

If we abolish our Japanese and Chinese gardeners we may have to import our vegetables from the farms of China and Japan.—*Los Angeles Tribune*.

At the same time, Mr. Wilson should not become too chummy with the congress. There is the historic example of Old Dog Tray.—*Chicago Tribune*.

SECRETARY BRYAN has let A. A. Adey go to Europe on a vacation. Thereby he displays supreme confidence that there will be no war.—*Syracuse Post-Standard*.

In England the hand that rocks the cradle is also the hand that rocks the windows.—*Portland Express*.

HIRAM JOHNSON is trying to punish the country for not electing him Vice-President.—*Jacksonville Florida Times-Union*.

THERE is just one chance for the Republican party to come back. Let it demand grand opera in English.—*Chicago Tribune*.

IN case of war the Government should at once draft Walt Johnson and have him mounted as a coast-defense gun.—*Detroit News*.

ALSO why should the American suffragists indulge in militant methods when the women already are the bosses?—*Kansas City Star*.

FRANCE has recognized General Huerta's Government, on the theory that they all look good when they're far away.—*Detroit News*.

THE man with a \$3,900 income believes that the wretches who accumulate \$4,000 a year ought to be made an example of.—*Providence Journal*.

THE hydro-aeroplane may revolutionize the sea, but the sea will probably revolutionize a few hydro-aeroplanes first.—*Charleston News and Courier*.

SOME of the brethren seem to be a good deal afraid that the Taft chassis will be retained in the rebuilt Republican party.—*Columbus Ohio State Journal*.

SYLVIA PANKHURST will be known in history as the person who wouldn't open her mouth while in jail and wouldn't shut it while at large.—*Cleveland Plain Dealer*.

FOREIGN COMMENT

JAPAN AND THE LAND LAW

A FAVORABLE EFFECT appears to have been produced in Japan by President Wilson's efforts to stay the tide of anti-Japanese agitation in California. According to Tokyo dispatches to the San Francisco Japanese dailies, the *Shin-sekai* and the *Nichi-bei*, those speakers who stirred the warlike passions of the masses seem to be less in evidence, and the more thoughtful class, among whom Baron Shibusawa and his Japanese-American Association are a guiding

this: 'We hold these truths to be self-evident—that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness.' If the United States connives at California's treating one of the most progressive races in the world like the scum of earth, she must forfeit all her claim to her vaunted doctrine of humanity."

The Tokyo *Yorodzu* is not satisfied with mere appeals to humanity, and suggests the organization of an anti-American

league throughout the Orient.

"The United States, should she permit California to perpetrate such outrages, deserves," this journal indignantly asserts, "to be ostracized by all civilized nations." And it adds:

"The European nations would not of course join us in this movement, but we can be sure of the sympathy of China and other Oriental nations. We shall see to it that not only are Americans treated as uncivilized people in this country, but that American trade and diplomacy in the Far East shall encounter obstacles."

The Osaka *Asahi* takes occasion to remind us how patiently and uncomplainingly Japan has borne the inconveniences and disadvantages which the "gentlemen's agreement" entailed to her. "The passport system necessitated by that agreement," says this journal, "is a barbarous system, restricting the right of travel of not only laborers, but students, merchants, and, in fact,

all Japanese who desire to leave these shores for America. The Foreign Office is so fastidious in adhering to the system that no Japanese, no matter how respectable or wealthy, can obtain a passport without much waste of time." And yet California does not seem to appreciate Japan's efforts, and the *Asahi* bluntly asks: "What is the use of being so careful about issuing passports?" The *Chu-gai-sho-gyo*, a commercial organ, points out that California is killing the goose that lays the golden eggs. How far Japanese commerce benefits the State is shown in Count Okuma's *Shin Nippon*, by the following comparative table for 1911:

IMPORTS TO SAN FRANCISCO		EXPORTS FROM SAN FRANCISCO	
Japan.....	\$24,095,918	Japan.....	\$12,380,222
China.....	7,334,312	England.....	4,995,871
The Philippines...	2,720,113	The Philippines...	4,597,286
India.....	2,148,640	Germany.....	3,179,076
England.....	1,791,673	Canada.....	2,348,372
Germany.....	1,709,735	Australia.....	2,187,475
France.....	1,688,525	Ireland.....	1,785,779
The Straits Settlements.....	1,612,775	China.....	1,383,412
Chili.....	1,126,772	Mexico.....	996,905
Italy.....	1,046,058	Chili.....	678,588
Australia.....	621,968	France.....	643,590
Mexico.....	478,889	India.....	126,288
		Italy.....	23,899



HOSPITALITY TO AVERT HOSTILITY.

Count Okuma (facing the camera, in the middle of the group) holding a meeting of Japanese and American Christian missionaries at his residence to solve peacefully the California trouble.

force, are now earnestly studying ways and means to solve the California question. The Association has just sent to California Baron Soyeda, ex-President of the Industrial Bank of Japan, an influential financier and publicist, to investigate the question on the spot. Both the "Kokumin-to" (Nationalists) and the "Sei-yu-kai" (Constitutionalists) are also sending delegates to the storm center. Meanwhile the leading newspapers in Japan continue to protest as vigorously as ever. "That California should pass the land bill," the Tokyo *Asahi* declares, "is a blot upon humanity, and it is the United States herself rather than Japan which is outraged by such a barbarous act." To which the Osaka *Asahi* adds that the passage of the bill indicates the "moral degradation of the United States, or at least a section of the Union." We read on:

"Japan received first lessons in humanity and freedom from the American nation. What irony of fate that its infant pupils should now have to act as teachers to their old schoolmaster! What is at stake in the California imbroglio is not the civil rights of this or that race, but humanity itself. No man, whether in his native land or in a foreign country, should be deprived of the elemental rights to live and to enjoy the fruits of his honest labor and the legitimate rewards of his brain. What is the fundamental principle and ideal which made the United States great and which she has every reason to be proud of? It is

A clever point is made by the *Jiji* (Tokyo), which recalls that the Baltimore convention which nominated Mr. Wilson adopted a platform containing an indorsement of the nullification of our treaty with Russia on account of the inequitable treatment accorded the American Jews by the Russian Government. "If the new Democratic Cabinet means to live up to that platform," it argues, "we may reasonably expect President Wilson to render justice to the Japanese in California." To the Osaka *Mainichi* the California incident appears especially deplorable as it came at the moment when Dr. Hamilton Mabie, a Carnegie peace envoy, was addressing appreciative audiences, creating genuine feeling of respect for the American nation.

The suggestion made in some quarters that Japan withdraw her promise to participate in the Panama-Pacific Exposition is indignantly rejected by the Tokyo *Niroku*, which regards such a means of reprisal as "womanish." It asserts:

"We are a nation of valiant, justice-loving people. Our dealings with foreign nations should accordingly be manly. We should do what is right, just as we expect America to do what is just. We have given our promise to the exposition, and it is incumbent upon us to fulfil it to the letter. . . . Justice is a thing which should be guarded even by the sword. We should



PRACTICAL WORK FOR "PEACE ON EARTH."

An American missionary addressing a Japanese audience in behalf of a peaceful settlement of the California land-ownership dispute. A forcible gesture unfortunately coincided with the flashlight.

have no fear or hesitation in pressing our just demands. If the land law of California does not violate the letter of the treaty with America, it obviously violates its spirit, and it is, after all, the spirit that counts. The present treaty was concluded in haste to be submitted to the Senate at Washington before its adjournment, and in consequence it has many loopholes. But the spirit underlying the letter was undoubtedly to give us all the privileges which were to be extended to other nations. Furthermore, the land law is in contravention of the fundamental principles of international law."

JAPAN'S ALLY ON CALIFORNIA

AN ODD FEATURE of the California-Japanese dispute is that the only other nation on earth that excludes Orientals is Japan's ally, the British Empire, which bars them from Australia, New Zealand, and South Africa. Instead of any war-talk over it, here we have a military alliance, but the alliance does not seem to keep the British press from having a good deal of sympathy with California. The London *Times* quotes Admiral Mahan as advocating the admission of the Japanese into "the European family," and admits their good qualities, but for all that it seems to think something is to be said for our Western State:

"The ultimate point of the dispute does not affect the United States alone, still less California. It is a world question essentially. The fears of the inhabitants of the Pacific slope are exaggerated and premature, but they are not entirely groundless. No useful purpose can be served by blind condemnation of the tendencies of public opinion in the Western States. They do not spring so much from race hatred as from the instinct of self-preservation, and if the present minor dispute is composed they will assuredly recur. The time has come when Japan is disposed to challenge the very essence of the attitude of Western nations toward Asiatics. She asks admission to the comity of nations on equal terms."

The London *Pall Mall Gazette* is even more pronounced in support of California's position. It remarks that "the point at issue, the exclusion of Asiatics from permanent settlement, touches the British Empire very nearly," and avers that "should war break out the sympathies of Australia, New Zealand, and

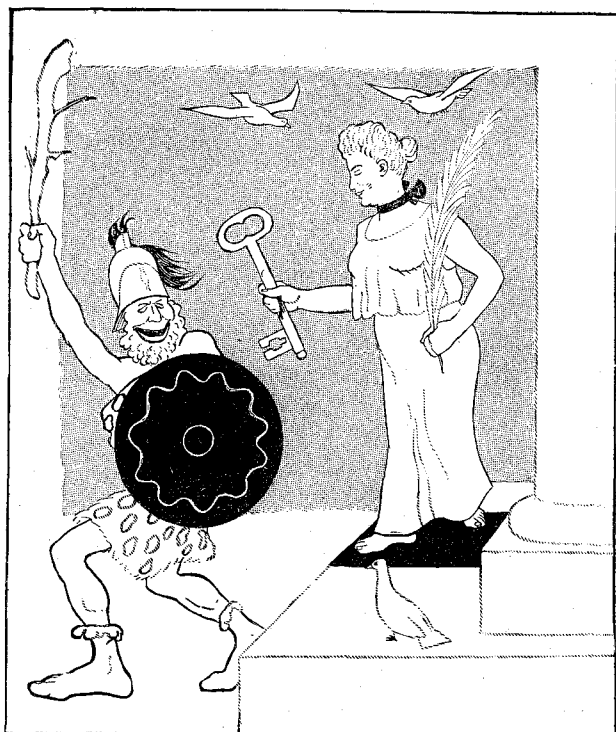


PEACEFUL ARMAMENT.

Armed peace—armament for the sake of peace; therefore, peaceful armament—tho, perhaps, somewhat costly. All very good; but what say you about bee's fool, Amen-damn.—Tokyo Puck.

western Canada would be violently on the side of the United States," for—

"Asiatic immigration is not a question of sentiment, but of sheer existence for the white populations that are established on



NOT YET.

PEACE—"The Balkan War is over—now we'll go to the Peace Palace at The Hague."

MARS—"No, no, dear lady, the fun is just beginning! Now for the fight over dividing the booty." —*Jugend* (Munich).

the Pacific Coast, whether in British or American territory. The Asiatic brings cheap labor and a parsimonious scale of life to compete against high wages and habits of profusion. In such an economic contest poverty is a sure victor. The Asiatic will always undersell the European, and the latter must find himself evicted from any industry in which the gauntlet is thrown down. Californians and British Columbians read the Oriental menace as an intimation for themselves of impoverishment and ultimate exile from their own country. In a competitive industrial society a higher and a lower civilization can not keep company, and an Asiatic incursion is bound to bring about the submergence or expulsion of white labor.

"The friction of such a process may be tempered from time to time by international agreements; but if the Asiatic races persist in the attempt to seek a footing on the other side of the Pacific, the Governments of the Dominion and of the States will eventually have to look the fundamental question in the face and give it a plain answer."

The London *Daily Mail* thinks that danger lies in the fact that the views of America and Japan are really matters of honest and sincere conviction. Each country holds itself to be in the right. The result is a clear deadlock, and this paper has a rap at Mr. Bryan's serene optimism in considering that the quarrel will pass like a summer cloud, ending in smiles and compliments. To quote:

"Japan holds she has won the right to be treated with the same regard as a white nation, yet the whites refuse to admit that principle, and the reason therefor may be summed up in Lafcadio Hearn's pregnant utterance, 'The East can underlive the West.' This is why South Africa, Australia, and New Zealand exclude Orientals, but California, while following in their footsteps, does so with aggravation and is acting in open defiance of a treaty. . . .

"It would be well for Mr. Bryan to remember that he who declares that nothing will force him to fight is inviting his opponents to drive him into a position in which it will be difficult for him to keep the peace."

DISPUTES OF THE BALKAN ALLIES

FAST AND FURIOUS becomes the scramble among Serbs, Bulgars, Greeks, and even Italians for Turkey's conquered provinces in Europe. They certainly, as the Roman historian says, have made a desert and a howling waste of city and valley, but they can not, like the Roman conquerors, call it peace. Turkey is conquered and the Balkan League automatically dissolves, but who is to divide the spoil? Austria has her demands with regard to the northern part of Albania, and Greece claims a slice of the southern section of the same province. Even Italy has come into the quarrel and maintains that as she occupied some of the islands of the Levant during her Tripoli campaign, Greece must not lay a finger on them. In the original formation of the Balkan Alliance, Russia was appointed to be arbiter or umpire in case of misunderstanding. The European press are asking whether the Teuton disputant, Austria, backed by the Teuton Germany, will permit the intervention of Russia, as the lion who is to award to each a share of the booty?

Nor can the Allies agree among themselves. The Servians insist that they are entitled to more than stipulated in the treaty, because they furnished a larger army than their agreement called for, and they claim that the successful termination of the war is due directly to that. They declare that the division should be made on the basis of the losses suffered for the common cause. The Bulgars do not find such a solution satisfactory to themselves, and the controversy is reported to have been submitted to Russia for arbitration. The Greeks, too, have some differences with Bulgaria concerning Salonika. All that is very disappointing to some Slav newspapers, which built castles on the Balkan Alliance and predicted a dire fate to Austria and the whole Teuton race. *The Novoye Vremya* (St. Petersburg) thus sizes up the situation:

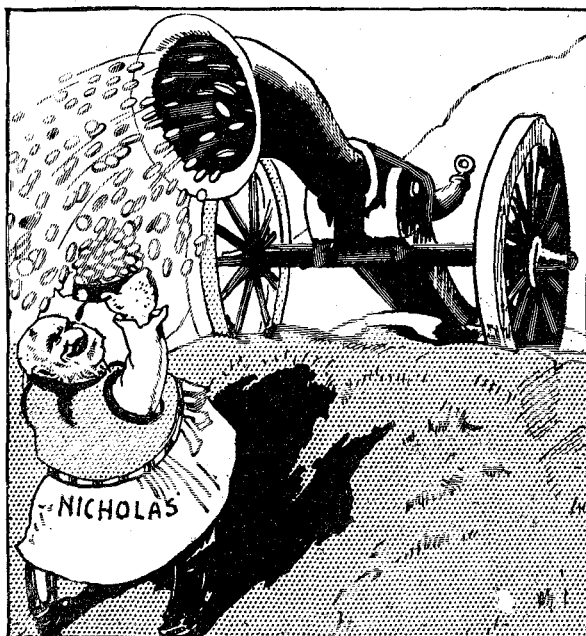
"Any one who has been reading Servian newspapers attentively can not help noticing that some portions of the Servian people



REMAKING THE MAP.

LITTLE BALKAN URCHINS—"It's right!" "It's wrong!" "More to the left!" "More to the right!" "Higher!" "Lower!" etc., etc. —*Kladderadatsch* (Berlin).

have long and persistently considered the possibility of an armed conflict with the ally of yesterday. They reason thus: The Greeks have claims against the Bulgars; the Serbs, too, have some claims against the Bulgars. If the Serbs and the Greeks



NIKITA—"Hurrah for the cannon's roar!"
—Kikeriki (Vienna).



NIKITA—"What would you pay me to give up Vienna?"
—Jugend (Munich).

EUROPEAN SUSPICIONS CROPPING OUT IN CARTOONS.

The idea that Nicholas received a large sum for giving up Scutari gains just enough credence to inspire sketches like these in the comic papers.

should combine, they would drive the Bulgars from Lake Ochrida and would easily divide between the two of them those territories which, according to the original treaty, it would be necessary to apportion among the three conquerors.

"A second Serbo-Bulgarian war would be a disgusting spectacle, and there is no desire even to speak of it. But once the word has been uttered, public opinion has to express itself on the subject. The affair appears to us in this light: On the one hand, we have no serious faith in the longevity and the firmness of the Serbo-Greek understanding, which will form the basis of the war above referred to, and in the existence of which we do not believe. If Serbia will enter upon a struggle with Bulgaria, she will, evidently, decide upon such a step for the sake of some great, absolutely vital interest of state. What can that interest be? Only one thing—the right of a free outlet to the sea. It is obvious that for the sake of acquiring Valona, Ochrida, or even Monastir itself, it will not pay to ruin such a great and promising thing as the Balkan Alliance. The above-mentioned places are provincial Turkish towns, and the fate of Serbia can not be radically changed by the acquisition or non-acquisition of them.

"Summing up in a few words, we can say: It may pay Serbia to risk a war for Salonika, but not for Monastir. And once we recognize this thesis as correct, we are compelled to make from it a logical deduction: the Greco-Servian alliance can not be lasting, because the Greeks can not satisfy the fundamental Servian demand which may cause the Serbo-Bulgarian war. . . . The Greeks are at present quarrelling with the Bulgars over Salonika. Can it be sensibly supposed that after a second war, having conquered not only the Turks but also the Bulgars, the Greeks will voluntarily reduce their demands and cede to the Serbs the same Salonika which they are unwilling to give to the Bulgarians now?

"Thus we finally come to the conclusion that the Serbo-Greek alliance, from the standpoint of the only important Servian interest, would be based not on solidarity, but on a contradiction, because both allies would claim Salonika. From the standpoint of the Greeks such a treaty would . . . not be based on anything real, because on the day the Bulgars agree to give Salonika to the Greeks, King Constantine will have no cause for war.

"The Serbo-Greek alliance thus seems to be a fictitious quantity. It would expose Serbia to dangers which it would be highly imprudent to overlook. There are rumors afloat about advances Austria is making to Bulgaria. The Austrian diplomats will prove themselves little children if they do not grasp with both hands any friendly proposition that issues from Sofia. Why, they will in such case be killing two hares with one shot, and will secure in this way the final liquidation of the Servian Government, for the Serbs can oppose the powerful Hapsburg monarchy only so long as the Bulgars protect their rear. On the day a political

alliance is concluded between Vienna and Sofia, Belgrade will be stricken off the list of the living. . . On the other hand, entering into an understanding with the Bulgars, the Austrians will indirectly prepare the fall of the Sofia Government, the last bulwark of the Slavs in the Balkans. For Austria, having swallowed a considerable part of Serbia and having moved up close to the Bulgarian borders, will form such a center of attraction as will destroy Bulgarian independence within ten years. It may be considered absolutely probable that the Austrians will pay any price to be allowed to respond to the Greek-Servian understanding by an Austro-Bulgarian alliance. Is that what they want at Belgrade?"—*Translation made for THE LITERARY DIGEST.*

ENGLAND'S DEFEAT OF WOMAN-SUFFRAGE

THE SUFFRAGETTES of England have received their second setback from the Parliament at Westminster. The bill enfranchising women has been defeated in spite of the unwearied efforts of the followers of Mrs. Pankhurst to obtain what they consider their rights. Have they not broken windows innumerable, blown up and burned down houses, churches, and palaces, threatened the lives of Cabinet Ministers, destroyed costly works of art, defied the law, suffered imprisonment, and hurled bad language at the magistrates who sent them to the cells where they valiantly refused food, and dared starvation for the cause. In spite of their violence, their imprisonments, their fastings, the English suffragettes have so far signally failed. "The traitor Asquith," as they style the Prime Minister, has omitted to give the measure that unqualified support they were led to expect, because, as he remarked, the question had never yet been before the people in the form of an election issue. One member, Sir C. J. Compton-Rickett, objected to the bill because he said that women Members of Parliament would be as likely to riot and break windows, or throw brickbats and bombs in the House, as they had been doing outside of it. Mr. Asquith spoke among the nays, and said of the sex difference sometimes urged against women's enfranchisement:

"Now I go back to the general principle. Let me point out here, what I think is a truism, that the whole burden of proof is on those who assert that the distinction of sex in regard to the

exercise of political rights which has hitherto, with a very few exceptions, been universally recognized even in the most democratic communities, should in this country under this bill be ignored. It is not a question of the inferiority of one or the superiority of the other, either in intellect, character, temperament, or anything else. It is a question of the appropriateness or otherwise of a particular function, which is a totally different thing. Nor is it, in my view, a question of the application or the exclusion of democratic principles. Democracy aims at the obliteration of arbitrary and artificial distinctions. Democracy has no quarrel whatever with distinctions which nature has created and experience has sanctioned. I will put in one sentence what seems to me to be the gist and the core of the real question the House has to answer, and it is this: Would our political fabric be strengthened, would legislation be more respected, would our public and domestic life be enriched, would our standard of manners—and in manners I include the old-fashioned virtues of chivalry and courtesy—and of the reciprocal deference and reliance of the two sexes; would this standard be raised and refined if women were politically enfranchised? (Cheers, and a voice—‘It has been in Australia.’) I am not talking about Australia. I am talking about Great Britain, the country in which we live and which we know. I want an answer to the question, would it or would it not be the case? Every man must answer that question as his judgment and experience teaches. I answer it in the negative. I believe such a negative answer to be in no wise derogatory to the honor and dignity of the other sex.”

Mr. Snowden, a Laborite member for one of the great industrial centers of Lancashire, Blackburn, famous for its cotton-mills, argued that “it would be for the good of the community if women had the power to vote.” The action of the militants does not seem to him to impair the force of the argument in favor of enfranchising women. Nor does he think, either, that Parliament ought to be intimidated into saying yea to their demand. He observed:

“The members who declare that they will vote against the bill because they will not be intimidated by violence are allowing themselves to be intimidated from doing what they believe to be right because one woman in a thousand has done something of which they disapprove. The courageous thing for those members to do is to do what is right, and if they do that they can depend upon it that rebellion and revolution will cease, because revolution can not continue unless based upon a justifiable sense of grievance. Is the House of Commons to go on for ever mocking the women by its professions of sympathy? I appeal not to the sympathy, but to the chivalry of the House, and to its sense of justice, and I hope that a large majority of the members will declare by their votes that the time has come when a self-respecting House of Commons demands that this question be finally settled in harmony with those principles of democratic self-government on which alone the greatness and stability of Parliamentary government can be based.”

The comments of the London press run much in the groove these speeches indicate. Of course it is a party question very largely, and the Liberal London *Daily News* naturally supports the Suffrage Bill and refers to the movements in England before the passing of the Reform Bill, when the Chartists rioted, destroyed property, resisted the military, and caused the loss of many lives, something less than a century ago. Thus we read:

“For the man who has once believed with understanding in the suffrage cause, the cause remains as sacred as ever. Its justice, and, what is not less vital, its necessity, remain as unquestionable; they can not be affected by the offenses of a few ill-balanced suffragists. What reason can be put forward to induce a suffragist to withhold himself at such a favorable moment? Is it the desire to punish the militants? Assuredly, of all classes of suffragists the militants will feel the blow least. They will answer that they have expected nothing better from the House of Commons, and that the rejection of the bill has confirmed their dreadful philosophy.

“Those who will be punished are the great host of suffragists, who have done nothing to deserve punishment, who have always set themselves against violence. These will suffer, and the state, which needs the enfranchisement of women for its political and social health. Can it be said that to grant women the suffrage

after a succession of outrages would be to create a dangerous precedent and set the seal upon violence as a political weapon in a free country? It would be historical pedantry to inquire whether the history of our franchise legislation contains no instances of concession to violence.”

The London *Daily Chronicle* thinks the very fact that it was a Liberal bill lost it the vote of those Conservatives who approved of the women having a vote. This Liberal organ remarks, with regard to the leading woman suffragist in England, Mrs. Fawcett, a learned professor, political economist, and President of the National Union of Women's Suffrage Societies, that she and her followers killed the bill by their criticisms on its Parliamentary handling:

“The bill was killed by the folly of the women's suffrage societies—not merely that of the militants, whose leaders have long given up tactics which advance the cause in favor of tactics which attract money, but that of Mrs. Fawcett and her friends, who had hitherto been the chief feminine force on which the cause depended.”

On the same point and on the Englishwoman's adherence to the “dog-eat-dog” principle, the Liberal Manchester *Guardian* somewhat bitterly remarks that “the fairness and sense of the electorate” will eventually overlook the fault of the militants and the folly of Mrs. Fawcett.

The Conservative and Anti-Suffragist London *Morning Post* thus summarizes the case for the antis:

“Altho there are many women of stronger intellect and sounder judgment than many men, yet the general average of feminine intelligence is neither so strong nor so well trained in public matters as the general average of intelligence masculine. We are not of those who hold that the present franchise is the best for the country; on the contrary, we think that very many men at present endowed with the vote are ill qualified, either in intelligence or patriotism, to use it. Nor have we much respect for the collective wisdom which results. But the vices of the present system are no argument for its extension. That some women who have not the vote are better qualified to use it than many men who have the vote is no argument for giving the vote to many women who are even less fit to use it than many men. As for the mandate theory, it is hardly pretended that the majority of the voters of this country, or even the women of this country, want woman franchise. On the contrary, most women have the sense to know that they could not use it to any advantage, just as they have the sense to know that their husbands do not use it to any advantage.”

The London *Times* thinks that even those who voted in the Commons in favor of a second reading of the Women's Suffrage Bill did so hypocritically—without any serious desire to secure the change. But now women have only themselves to blame for their lost cause, for they have alienated the sympathy of their fellow countrymen:

“The change in the political barometer can not be mistaken. For some years past bills for giving votes to women have passed the second reading with respectable and even large majorities. They may not have been intended to get any further, and we think there has been a good deal of hypocrisy on the part of some members who have voted for the second reading. But that success has now been reversed. A majority of forty-seven is not very large, but in the circumstances it is decisive. It tells the militants as plainly as anything can that they are on the wrong road, if they really wish to get votes for women. Their cause is not ours, and we can not pretend to regret that it has been set back. There is no need to go over the arguments against woman-suffrage. Many of them were put last night with admirable clearness by Mr. Asquith in his extremely interesting and closely reasoned speech. The point on which we wish to insist is that women themselves have turned back the tide that was apparently running in their favor, and, tho we do not regret the fact, we do regret the means by which it has been brought about. Abusive epithets and strong language seem misplaced in the case of these unfortunate women, but we can understand the growing anger of the mob. Nor is it only of the mob. They have brought discredit on the sex, which is deeply felt and resented by women all over the country.”

SCIENCE AND INVENTION

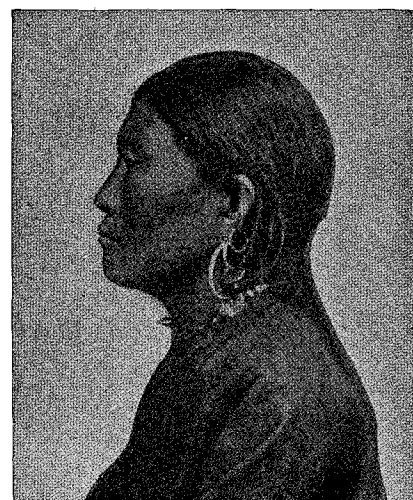


From "The Scientific American Supplement."

SIBERIAN TYPE CLOSELY RELATED TO THE AMERICAN INDIAN.



AN ALGONKIAN INDIAN OF THE PIEGAN TRIBE.



RESEMBLES THE INDIAN PHYSICALLY AND MENTALLY.

RESEMBLANCE OF INDIANS AND SIBERIANS.

ARE OUR INDIANS SIBERIANS?

EVIDENCE that the original home of the so-called American Indian was in Siberia, whence the ancestors of the present tribes emigrated to this continent after the close of the glacial period, is presented in *The Scientific American Supplement* (New York, May 17) by Carl Hawes Butman. According to Mr. Butman, the probable ancestor of our Indians has been unearthed in Siberia by Dr. Ales Hrdlicka, of the National Museum, in a course of a recent trip made to northern Asia for this purpose. Dr. Hrdlicka believes that many modern Siberian tribes are closely related to our Indians and show that relationship, not only in their customs and traditions, but in their physical characteristics and facial traits. Anthropologists have long believed, Mr. Butman says, that some relationship of this kind exists. He writes in substance:

"If their views concerning the Indian's origin are correct, there must be archeological remains and even a residue of his descendants in some out-of-the-way corners of eastern and northeastern Siberia, where his ancestral stock lived in very early times. With this point in view, the students of anthropology have been searching long and diligently in eastern Asia for these supposed forbears of our Indians, but while their researches have not been without interesting results, no absolute proof has been brought forth. Up to last year no anthropological investigation had been carried on to any great extent in eastern Asia, and consequently many points remained to be examined and reported on before the home of the physical stock from which the original American was derived could be permanently established.

"While affairs were in this state, Dr. Hrdlicka was given an opportunity to visit a few of the most important parts of eastern Asia, and to ascertain what evidence could be found there relative to this subject.

"Among the interesting sites explored by Dr. Hrdlicka are the burial mounds, or 'kourgans,' as they are called, located on the banks of the Yenisei and Selenga rivers and their tributaries, and along the streams of northern Mongolia, especially on the banks of the Kerulen. These 'kourgans,' which number thousands, are of inestimable value to the student in this work, on account of the fact that their date extends from modern times back to the stone age of these regions. They are but little excavated and practically untouched.

"Oddly enough, the date of the mounds is established quite as readily as if the date of construction were carved on a stone, for

the different objects uncovered, be they of gold, copper, iron, bronze, or stone, identify the origin of the particular mound from which they came as falling within definite time limits. The skulls of the skeletons taken from more recent mounds are short and somewhat spherical, but the 'kourgans' of earlier date, containing no metal objects, yield skulls resembling the dolichocephalic type, long and narrow, and much like American Indian skulls of this type. It is difficult to assert to just what race the older skeletons and skulls belong, and yet, on the banks of the lower Yenisei River, and in several other localities, living dolichocephalic types are not unusual, and such natives frequently bear a strong physical resemblance to our native Indians."

The most important part of the exploration, however, had to do with the living descendants of the old races. Among these the investigator came into contact with representatives of many tribes and was present at a great religious ceremony where seven thousand Mongolians from all parts of the country were in attendance. We read on:

"Among all these tribes and clans there were individuals who apparently represent the older population, pre-Mongolian and pre-Chinese, and who belong partly to the brachycephalic type, tho in a smaller extent to the dolichocephalic type. These men and women are practically identical with the American Indians of similar head form. The particular individuals are brown in color, with straight black hair, dark brown eyes, and facial and bodily features which are strikingly like those of the native American. The men are practically beardless. Some of these people, if dressed in the costumes and regalia of an Indian, and placed among them, could not be distinguished from them. At least Dr. Hrdlicka states that there are no means at the disposal of the anthropologist by which to make such a distinction. It is not only in outward appearances that these natives of Siberia resemble the Indians, but mentally as well, and in numerous habits and customs which different environment and time seem not to have effaced."

On his return trip, Dr. Hrdlicka stopped at Geneva and made a brief report to the International Congress of Prehistoric Anthropology, then in session. In this report he said:

"The writer feels justified in advancing the opinion that there exist to-day over large parts of eastern Siberia, and in Mongolia, Tibet, and other regions in that part of the world, numerous

remains, which now form constituent parts of more modern tribes or nations, of a more ancient population (related in origin perhaps with the latest paleolithic European), which was physically identical with, and in all probability gave rise to, the American Indian.

"The writer is able to merely touch on the great subject thus approached. The task of learning the exact truth remains for the future. In relation to opportunities for further investigation, he has satisfied himself that the field for anthropological and archeological research in eastern Asia is vast, rich, to a large extent still virginal, and probably not excessively complicated. It is surely a field which calls for close attention not only on the part of European students of the Far East, but especially on the part of the American investigator who deals with the problems of the origin and immigration of the American Indians."

OUR FRIGID SUN

COMPARED with some other stars, our sun is rather cool. Recent measurements show that there is at least one star with a temperature 80 times as great. In fact, our sun ranks low among the brilliant stars. Yet the heat given off by our sun hourly has been reckoned as equal to burning a layer of coal twenty feet thick over the sun's entire surface—making our Coal Trust seem like a puny affair and its prosecution about on a par with pinching a baby. Measurements made in Germany are described in *Cosmos* (Paris, April 26), by a writer who tells us that Dr. Rosenberg, of the Osterberg Observatory at Tübingen, Württemberg, studied photographically, from 1907 to 1909, the spectra of the 70 most brilliant stars of the northern hemisphere, whose brightness is between the first and third magnitudes, to determine how differences of intensities are distributed in their spectra. By systematic comparison with the spectrum of the sun, he has deduced the effective temperatures of these stars.

"According to these investigations, the hottest star among those considered is Gamma of the constellation Pegasus, of the magnitude 2.87, according to the Harvard photometric classification, whose temperature reaches the astonishing figure of 400,000° Centigrade; and the coldest is Alpha Tauri, or Aldebaran (magnitude 1.06), with only 2,150°, a temperature lower than may be reached in our terrestrial laboratories!

"The temperature at the top of Dr. Rosenberg's scale is quite exceptional, for the next in order falls to 50,000°, that of the star Gamma of Cassiopeia. On the other hand, at the lower end of the scale we find a dozen stellar bodies whose temperature is only equal to, or lower than, that of the electric arc.

"The lowest temperatures obtained by Dr. Rosenberg accord perfectly with those determined by Wilsing and Scheiner, of Potsdam Observatory, but the highest exceed greatly the measurements of these two astronomers. . . . It seems clear that the highest temperatures correspond to stars containing helium, and to these whose spectra are striped with brilliant hydrogen lines.

"It should be added that on this scale the sun, whose spectrum has served as a basis of investigation and comparison for these calculations, occupies a place near that of Capella, with a temperature of 4,950° C."—*Translation made for THE LITERARY DIGEST.*

GETTING "TURNED AROUND"

FEW OF US have not been "all turned around" upon occasion. Then the north end of the street was toward the south, or the train was running east instead of west; for this mental topsyturvydom consists usually of a revolution of the whole world through a half-circle. Apparently we never confuse top and bottom, up and down—but this is only one of the queer things about the phenomenon. It is explored by Yves Delage in a recent "Essay on the Constitution of Ideas," which is thus reviewed by Henry de Varigny in the "Revue des Sciences" of the *Journal des Débats* (Paris, April 17). Says this writer:

"It happens to every one, in a vehicle, on the cars, possibly even on foot, and most easily perhaps in a subway, to think that he is moving or facing in a particular direction and consequently to locate all objects—streets, buildings, etc.—according to the concept resulting naturally from one's situation, particularly the starting- and stopping-points.

"Now every one has witnessed the rise of a very strong doubt about the reality of this orientation. He notices a building—a shop, perhaps—that he ought not to see. Possibly, on a subway train, the name of a station seems to be wrong. This doubt continues, and nevertheless he says to himself that he can not possibly be deceived—front can not be rear and left right!

"Nevertheless a moment comes when the evidence is too strong to be rejected. A passenger in the subway becomes sure, from the names of the stations that he passes, that he is traveling in precisely the opposite direction to what he supposed, or perhaps that he is moving in the right direction, but has located the whole topography incorrectly. Generally he spends some time reasoning with himself and trying to reverse his mental landscape so as to put things right with reference to himself and to his line of displacement. In the end, he succeeds, and generally, or at least often, the thing takes place all of a sudden. Instantaneously the landscape turns and the standard points assume the desired positions; he has 'got there.' The queer thing is the physical impression that accompanies the

rectification of his notions. Mr. Delage appears to feel a sensation of illness. Doubtless this is variable with the subject. I have the impression of something resembling a slight vertigo—an impression of a material something taking place in the head—of a slight uncoupling that puts everything in order, and takes place, not in the frontal nor in the occipital region, but localizes itself clearly at the base of the skull. Is it through suggestion that I place it 'between the two ears,' as the sense of space has so much to do with the auditive apparatus? Perhaps. In any case, the impression is very clear, and so also is the localization of the material phenomenon accompanying the semirevolution made all at once by the mental image of the whole landscape, of the whole topography. What is not at all clear is the idea that one may obtain of the nature of the phenomenon. We see neither what takes place nor of what it consists. Many other things in psychology are equally illusive."

Mr. Varigny might have added that it is sometimes possible to bring the "landscape" back to its original false position by an effort of the will, and even to make the two positions, with their accompanying ideas and sensations, alternate quite rapidly. This ability would seem to be even more inexplicable.

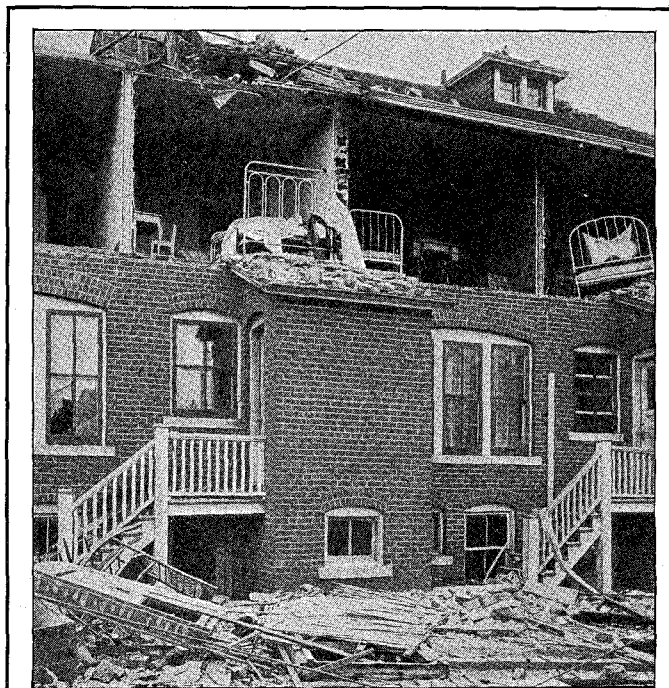


Photo by Brown Bros.

AN ODD FREAK OF THE OMAHA TORNADO.

"Second-floor windows blew out more often than first-floor windows."



Photo by Brown Bros.

"PORCH-ROOFS LIFTED JUST ENOUGH TO PERMIT THE COLUMNS TO BE CARRIED AWAY, AND THEN DROPT."



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"ROOFS BLEW OFF ENTIRELY, OR LIFTED UP TO EQUALIZE THE AIR-PRESSURE AND DROPT BACK AGAIN."

A STORM THAT "RAISED THE ROOF," AND "BROUGHT DOWN THE HOUSE."

TORNADO-PROOF BUILDINGS

THE PERFECT PRACTICABILITY of constructing tornado-proof buildings, either of reinforced concrete, or in some cases even of wood, is pointed out by Albert C. Arend, an Omaha engineer who has made a careful study of the effects of the recent tornado in that city, publishing his results in *Engineering News* (New York, May 1). Similarity to other whirlwinds of the same type was marked, but an entirely new subject for observation was the behavior of the reinforced-concrete structures, which had not been through an experience of this kind before on any large scale. Mr. Arend finds that they stood the test well. He believes that a good concrete building is practically tornado-proof. In fact, it is possible, by using special construction, to build even a wooden building so that it will withstand a "twister." Engineers and architects may now provide, he tells us, against the destruction of buildings and the loss of life; and it remains only for their clients to decide whether they will "stand for" such special features of design and moderate additional costs as may be essential. Says Mr. Arend:

"The well-defined and consistent stresses which were observed are as follows: There was a whirling or twisting motion which turned every house that was moved upon its foundation at all in a direction opposite to the travel of the hands of a clock; there were but few exceptions noted to this rule, and they were probably caused by the way the onrushing wind and debris happened to strike the house as this force released it.

"As the storm approached, the sudden relief of atmospheric pressure on the outside caused anything containing air to explode unless it could resist the stresses or be otherwise relieved, and as the pressure was less above than at the surface, it tended to lift or float things: windows blew out, roofs blew off entirely or lifted up to equalize the air-pressure and dropt back again; sides of buildings blew off, doors and partitions buckled or fell, and many frame houses were picked up bodily and carried distances from a few inches to a hundred feet. As the tornado cloud passed on and the onrushing wind restored the air-pressure equilibrium, these were dropt from the particular height at which they happened to be, resulting in the necessity for a house-mover in some cases and a mass of wreckage in most cases.

"Second-floor windows blew out more often than first-floor

windows. Porch-roofs lifted just enough to permit the columns to be carried away, and then dropt. Where roofs were well secured to cap-plates and brace tied to ceiling-joists, or where the space under the roof was cut up into rooms with partitions tied into the roof-joists, the roof structure was not lost; but the paper, tile, slate, or shingle covering was partly blown off to relieve the air-pressure and then shattered by the rain of debris which followed in the wake of the storm.

"Some frame houses withstood the full force of the storm with the loss of only windows, roof, weatherproofing and chimney. Bedford coping stones 4 x 14 in. x 4 ft. long were picked up from a wall which was laid in cement mortar and remained intact. Coping walls generally proved a particular hazard. All large undivided areas, such as church auditoriums and the second floor of a garage building without partitions, caused more complete wrecks than the surrounding buildings suffered.

"Brick and stone walls laid up in lime mortar usually failed. Where facing-brick had not been bonded into the backing walls with header courses and where air-spaces existed they exploded off. Concrete basement walls remained intact and did not injure the refugees in the basements when the house blew off; but there were many instances where brick walls did drag or tear off and cause injuries. Cement stucco on metal lath showed very little damage."

Mr. Arend's final conclusions, exprest in the form of rules that should be followed by those who wish to preserve their buildings from destruction by tornadoes, are as follows:

"A reinforced-concrete building will withstand the stress of an ordinary tornado without structural damage. Well-built frame houses may withstand an ordinary tornado.

"Windows are desirable relief valves, and should be regularly arranged and of liberal total area.

"Large and unbroken areas should be avoided as far as practicable.

"Brick walls should be laid up only in cement mortar, and face brick should be bonded into and laid solid with backing wall.

"Gypsum blocks and hollow tile are undesirable for partitions and walls.

"Sills should be well anchored to foundations and roofs to stud plates, and diagonal and knee braces are essential.

"Roof weatherproof coverings should be actually fastened on and should not be of a brittle nature.

"Partitions should be utilized to act as ties and braces.

"All studs and joists should be amply strong and should be secured at ends against internal and external stresses."

WHAT MAKES CLOTHES WARM OR COOL?

THE WARMTH felt by the wearer of a garment proceeds, of course, not from the garment itself, but usually from the wearer. A "warm" coat prevents the dissipation of this animal heat; a "cool" one favors it. There is no more objective "warmth" in wool than there is in silk, cotton, or linen. A writer concealing his identity under the pen-name of "Regent" contributes an article on "The Principles of Warmth in Clothing" to *The Textile World Record* (Boston), and in it he considers the main avenues by which clothing may "delay or accelerate the subtraction from the prime heater." As he analyzes them:

"First, there is conduction. Wool feels warmer to the touch than cotton, linen, or silk, because wool in contact with the body is a worse conductor of heat than are the other fibers. Any or all of these are worse conductors in a loose state than in a compactly twisted or woven shape, and for the evident reason that in a loose condition the molecular chain through which the conduction is transacted is broken by more air-spaces. Air, and especially dry air, is a bad conductor, and one reason why a sheer cotton twill is colder in wear than a cotton cloth with a raised nap surface is the comparative absence of bad-conducting air-spaces. Fur is the worst conductor used in making clothing, and wool, cotton, linen, and silk follow in the order named.

"Again, there may be loss of heat by convection. Warm air rises and cold air flows in through the interstices of fabrics or the openings of garments to take its place. In suits for wear by persons in a prone position the factor of convection is of especial moment. There is a long traverse of warm air—say, from knee to neck when one is upright, but a short traverse when one lies down. The air heated by the body escapes more quickly in the one position than the other, and the fact has more than a little to do with the need of a rug when taking a nap.

"Evaporation is the third of the means by which bodily heat is abstracted, and it is well known that abstraction always accompanies evaporation. . . . Obviously some conditions are more favorable than others. Warm air, it may be superfluous to point out, takes up more moisture than cold air. Dry air takes up more than an atmosphere that is already humid. When evaporation is at work within a sleeping-garment heat is being abstracted, and if the heat is dissipated quickly the wearer feels cold and perchance becomes ill. Conduction, convection, and evaporation may be separated for convenience of examination, but they operate conjointly. When the garment becomes wet by perspiration it cools the wearer by conduction, for water is a good conductor of heat. Convection steps in because some fabrics, notably cotton, linen, and silk, close up their pores when wet and prevent the circulation of air. These considerations all bear on the points raised and need taking into reckoning.

"There is no doubt but that bleached cotton becomes wet sooner than unbleached. How much sooner depends on the thoroughness with which the fatty or waxy matters have been removed from the fiber by the bleacher. Their fairly complete removal is necessary to the obtaining of a good white. So far as evaporation is concerned, it is necessary to say that a bleached fabric is likely to be cooler by conduction than an unbleached. In the bleached garment the process of convection will be checked earlier in a closely woven fabric, but this can not be looked on as a hygienic gain."

Experiments carried out by English and German chemists prove clearly that the removal of the fats from cotton cause it to become more absorbent. Capillary attraction contributes to absorbency also, and this is governed largely by the length and arrangement of the fibers and the pressure to which they are subjected. Any wearer of raincoats, the writer says, has the means of assuring himself that capillary attraction is greater in the case of cotton than of wool. Rain "creeps" up the inside of cotton coats more than that of woollen ones. To a correspondent who inquires whether perspiration leaves the body as a vapor by passing through the pores of the clothing, or whether it is absorbed and evaporated from the outside, he replies that the answer is twofold:

"In some circumstances undoubtedly by convection and in others by capillary force. For a homely illustration reference may be had to the not unfamiliar remedy of the cold pack. The patient is wrapt first in a wet sheet, of which the pores close by contraction. Heat would be transmitted quickly from the body, but the passage is checked by a thick covering of wool blanket or feather quilt. The water of the sheet is converted into vapor and the perspiration becomes profuse. The body is in a very bath of vapor, and it is easy to deduce that wool does not convey moisture by conduction or capillary attraction as readily as cotton. Convection proceeds longer where wool is worn because wool is longer in 'wetting-out' and closing its interstices. How a little wool mixt with a lot of cotton in a fabric for sleeping-suits will delay the regular processes obviously depends on numerous considerations. One which need not be forgotten is that wool will hold more moisture than any other fiber without itself feeling wet to the touch. . . . It is manifest that in practise much depends on the openness or closeness of the weave and something, too, on the slackness or tightness of the twist in spinning."

JULES VERNE UP TO DATE

IT SEEMS ODD to find in a scientific periodical a serious discussion of ways and means for flying from the earth to the moon and back. Jules Verne sent his hero and companions by shooting them off in a hollow projectile from a huge cannon. The more modern way is to use an enormous rocket, propelled by a powerful explosive, hundreds, or perhaps thousands, of times as effective as dynamite. Even so, the motor and its car would have to carry 300 times its weight of the combustible. All of which is only a scientific form of entertainment, no doubt; but, so far as it goes, it is logical and sensible. The inquiry, which was undertaken by R. Esnault-Pelterie before the French "Société de Physique," is thus condensed in *La Nature* (Paris, May 3), under the title "The Interplanetary Automobile." Says Mr. Esnault-Pelterie:

"Does a motor exist capable of propelling a machine through interplanetary space? Yes; such a motor does exist; or at least the principle on which it may be based. This motor is the rocket, or reaction-motor. The rocket rises by means of the reaction exerted upon it, in their escape, by the gases due to the deflagration of the powder. The exterior medium has nothing to do with it; the machine goes better in a vacuum than in air. The interstellar motor must then be a kind of huge rocket.

"The efficiency is unfortunately very bad. In fact, to remove to an infinite distance from the earth a mass of 100 kilograms, it will be necessary to furnish it with 6,371,103 kilogrammeters [of energy] and the motor will use up 2,172,000,000, or an efficiency of only 0.0293, which is very small.

"The consumption of the propulsive agent would doubtless be considerable, if we take account of certain physiologic conditions. In fact, as the attraction of the earth does not exist at a certain distance from our planet, bodies in the interior of the vehicle would then have no weight, particularly the passenger, who would float about his prison, with all the surrounding objects. If he then should desire to take nourishment—to drink, for example—the liquid, being no longer affected by gravity, would have no reason for passing from the bottle into the glass and the drinker's stomach. To do away with these inconveniences, it would be necessary to subject the vehicle to a constant artificial acceleration, so that the motion would be continually faster and faster. This would make it possible to attain formidable speeds, useful for traversing the enormous spaces under consideration, but the expenditure of energy would become still more enormous.

"We should have to store it in a form at least 400 times more condensed than it is in dynamite (for the journey to the moon and back alone), perhaps even 40,000 times more condensed, if we take account of certain physiological difficulties; and it would be necessary to consume nearly 300 pounds of this explosive of extra power for every pound transported. On the other hand, 25 pounds of radium would be sufficient, if we knew how to extract all its energy in the brief period of the journey; but unfortunately we do not, and it requires 1,780 years for radium to lose only half of its energy."—*Translation made for THE LITERARY DIGEST.*

A SMOKE-TELEGRAPH FOR AIR-MEN

SOMETHING BETTER than wireless telegraphy has been devised for use on aeroplanes—not better in general, but only for this particular case. Wireless demands heavy and complicated apparatus, while all that James Means, a Boston inventor, requires for his system of communication is a device for making puffs of smoke. A long puff for a Morse dash and a short one for a dot—and there you are! An optical telegraphic system using the dot-and-dash alphabet is the result. The “smoke” employed by the inventor is a cloud of fine black dust, blown into the air by turning the exhaust of the motor into a vessel containing lampblack. We translate the following from a description contributed to *La Nature* (Paris, April 19) by Major Sauvage:

“While the ordinary apparatus for optical telegraphy requires a mirror, sending the sun’s rays to the receiving station by day and those of a sufficiently powerful lamp by night, which necessitates more or less complicated mechanism, the Means device has recourse to black clouds of smoke of variable size. A small cloud corresponds to a dot in the Morse alphabet and a larger one to a line. Such signals can be made by blowing into a receptacle made for the purpose, filled with lampblack.

“The advantages claimed by the inventor in favor of his system are its simplicity and the suppression of the considerable motive force necessary in wireless telegraphy, not to mention the possibility of establishing communication between two dirigibles or two aeroplanes in motion.

“The diagram shown herewith gives an idea of how the apparatus works. A is a reservoir full of lampblack, B a tube communicating with the exhaust-pipe, E, of the motor, or with a flask of compressed carbonic gas, C is a valve held in place by a spring, D, and worked with the hand or the foot through a cable, G. F is an air-funnel in the reservoir, A, to carry off the lampblack.

“It will be seen that a short pull on G will give a small cloud of smoke, while a longer pull will give a larger cloud. There is nothing simpler, then, than for one aviator to talk with another twelve or fifteen miles away, with the aid of a field-glass. The sole condition is that the aviator shall be moving nearly at right angles to the line joining him with his interlocutor.

“This mode of communication is particularly applicable to aviation in connection with artillery. It is well known that nowadays rapid-fire batteries operate almost exclusively with masked fire; that is to say, they are mounted in carefully concealed trenches and fire on enemies concealed with equal care. But the aeroplane can search out its adversary very speedily, and it will signal, for example, to an artillery group which it has been directed to place:

“Three batteries at 400 yards to the east of Bry”; which, being abridged, may be written,

3 B 4 E Bry

or, in the Morse alphabet,

... — — — — — . — — — — —

and, in the Means smoke signals,

.....

“In France we have been seeking, up to the present time, to equip dirigibles, and even aeroplanes, with wireless-telegraph apparatus. But this is a complicated process whose working is always something of a ‘gamble,’ and which necessitates, in all cases, a trained operator. Wireless telegraphy must consequently be employed exclusively for great distances and seems limited to dirigibles. On the battle-field it might be advantageously replaced by the optical smoke-telegraph. The

observer in an aeroplane will thus be relieved of the necessity of interpreting a message and then sending it on to his correspondent, which always means delay. Now, of what use is it to have rapid-fire guns if we can not use them until the observer receives and interprets a message? The Means apparatus would appear to be of a kind to do away with all delays of this nature, and it is to be hoped that our artillerists will as soon as possible make trial of this simple and ingenious mode of sending messages.”—*Translation made for THE LITERARY DIGEST.*

SOAPSUDS AS A BEVERAGE

THE ADDITION of soapy substances to various drinks, to assist in the production of foam, has been proved in numerous recent analyses. *The Lancet* (London, April 26) states that the preparation most frequently used is one of soapbark (*quillaia saponaria*), whose property of producing a froth is due to the presence of a glucosid called saponin. *The*

Lancet enters two objections to the use of this substance in beverages. First, it gives to a flat, stale, and unprofitable fluid the appearance of healthy briskness. Secondly, saponin is a poisonous glucosid, and it is desirable to keep poisons out of liquids destined for human consumption. The writer goes on:

“That saponin is not altogether an inert body is evident from the fact that its lather has been used to kill pediculi of the scalp, and further . . . large quantities paralyze the respiratory vasomotor centers. Our references to these facts in relation to the use of saponin in common beverages, such as mineral waters and beer, were generally discredited on the score that the quantity sufficient for giving a ‘head’ was infinitesimal. In days, however, when the origin of many symptoms is obscure, it is well to have an eye to the possibilities of causation in the

manifold resources of modern methods of manufacture. It is significant, at all events, that the use of saponin was some years ago prohibited in Austria, but a more recent step in the same direction, for doubtless very good reasons, has been taken by the Department of Health of the City of New York. In a bulletin issued for the week ending March 22 last the use of soapbark in soda-water is prohibited. A preparation of soapbark (saponin), according to the bulletin, is used quite commonly in the country in the preparation of soda-water, in some kinds of ‘soft’ drinks, and in fillings used by bakers. Soapbark contains, it is further stated, a poisonous substance, and the Health Department considers the use of a soapbark extract or of commercial saponin in foods or food preparations in any quantity whatever an injurious adulteration, and forthwith prohibits its use.”

The following quotation from the bulletin states the case pretty clearly:

“The average person who drinks soda-water, sarsaparilla, cream soda, root beer, and other so-called ‘soft’ drinks, probably imagines, if he gives any thought to the matter, that the creamy deep foam which tops his glass results naturally from the liberation of the carbonic acid gas therein contained. Such, unfortunately, is frequently not the case, the foam, especially when deep, white, and creamy, being sometimes produced artificially by the addition of a substance known as soapbark, various preparations of which are upon the market. ‘Soapbark’ is poisonous and markedly so, its toxic principle being sapotoxin. On this account the Department of Health has determined to prohibit its use, and henceforth if the cheaper grades of soda-water, etc., do not present so attractive an appearance as heretofore, they will, at least, exercise no detrimental effect upon the community.”

LETTERS AND ART



SLIGHTING SOUTHERN LITERATURE

ARE OUR YOUNG PEOPLE being taught in the schools a one-sided view of American literature, a view in which the writers of the South are unjustly overshadowed by those of the North? This question has been raised by a Southern woman's protest against the use of Prof. Brander Matthews's "Introduction to the Study of American Literature" as a textbook in the high schools of the South. The protestant, Mrs. Townes Randolph Leigh, is State Historian of the Alabama Division of the United Daughters of the Confederacy, and she is convinced that Professor Matthews has failed to give due measure of recognition to the work of Southern authors. In making this indictment she says in part:

"Professor Matthews's book contains twenty-eight portraits of literary men, and of this number only two Southerners are represented—Edgar Allan Poe and Joel Chandler Harris.

"Mr. Matthews says Benjamin Franklin and Jonathan Edwards were the first Americans known abroad. Why does not Matthews mention more fully Capt. John Smith, of Virginia, who, in 1624, published his 'Generall Historie,' an amusing and picturesque account of America, and whose story of the Indian Princess, Pocahontas, is related in United States histories?

"With Benjamin Franklin should be compared the author-scientist of Mississippi, William Longstreet. Washington Irving should be followed by John Esten Cooke, both writers of the same type of classic humor, tho their characters are divided by geographical lines. James F. Cooper is not greater than Simms, William Cullen Bryant than Wilde, Emerson than Beverley Tucker, who wrote the wonderful novel, 'The Partizan Leader.' Halleck and Drake can not compare with Hayne and Timrod, nor Hawthorne with James Lane Allen. Only Poe equals Sidney Lanier, as does Longfellow Father Ryan."

Mrs. Leigh's "extravagant" assertions, remarks an anonymous writer in the *New York Times*, are "only a lurid reflection of milder claims to the same effect put forth in a more reasonable manner by other Southerners," and are consequently not to be dismissed with a smile:

"Despite the unconscious humor of much of what Mrs. Leigh had to say—such as her criticism of the fact that there was no portrait of 'the patrician Lanier,' while much space was devoted to 'the plebeian Whittier'—she did put in direct and vivid form a complaint that has been made before about literature without getting such a wide hearing. The complaint is not limited to the text-books; it is that everywhere a false idea has been created about American literature by the ignoring of the Southern writers."

What ground is there for this complaint, asks the *Times* writer; and he devotes a page to an investigation of the facts and an examination of witnesses. From his presentation of the case we quote in part as follows:

"It certainly is true that Southern literature does not bulk large in the accepted literary histories. In 1898 George Stockton Wills made an elaborate study of the literature produced in the South before the Civil War, and the result is thus summarized by Prof. Barrett Wendell in his 'Literary History of America':

"A thoroughly trained student, he brought to light and clearly defined a number of literary figures whose very names have generally been forgotten. The more you consider these figures, however, the more inevitable seems the neglect into which they have fallen. They were simple, sincere, enthusiastic writers, mostly of verse; but their work, even compared with the less important Northern work of their time, seems surprisingly imitative. Up to the Civil War, the South had produced hardly any writing which expressed more than a pleasant sense that standard models are excellent."

"Professor Wendell accounts for the slow literary growth of the South by the theory that the slavery question turned the

higher Southern intellect into political channels almost exclusively."

The claims of the first slighted Southern writer, Capt. John Smith, are dismissed at once on the ground that he was not a Southern writer, but an English adventurer who spent two years in Virginia and wrote a book about it. And "Smith's 'History of Virginia' is no longer read, but the stories he tells have passed into immortality, including those, like that of his rescue by Pocahontas, which are probably not true." The case of John Esten Cooke, it seems, calls for more consideration. He died only a little more than a quarter of a century ago, and his books had even then been supplanted in popular favor by those of William Dean Howells:

"He wrote a number of novels, besides some biographical and semihistorical works. His best known novels were 'Leather Stocking and Silk,' 'The Virginia Comedians,' and 'The Youth of Jefferson,' all with scenes laid in Virginia in pre-Revolutionary times. 'Haste in composition,' says Dr. Cairns, 'and the inability to construct good plots account for the fact that his stories do not stand higher in their class.' Cooke, who died in 1886, lived to see himself no longer read, and gave the reason as he saw it in these words:

"Mr. Howells and the other realists have crowded me out of the popular regard as a novelist, and have brought the kind of fiction I write into general disfavor. I do not complain of that, for they are right. They see, as I do, that fiction should faithfully reflect life, and they obey the law, while I was born too soon and am now too old to learn my trade anew. But in literature, as in everything else, advance should be the law, and he who stands still has no right to complain if he is left behind."

William Gilmore Simms, whom Mrs. Leigh pits against James Fenimore Cooper, is conceded by the *Times* writer to be "doubtless the most eminent man of letters produced by the South before the Civil War—excluding Poe, of course." We learn further:

"He was born in 1806 in Charleston, then the only important literary center south of Virginia. For forty years he produced books at the rate of more than two volumes a year, besides which he wrote poetry and did a tremendous amount of journalistic work."

"He was the center of the Southern literary group, and its Mæcenas; for he did much to help and encourage the younger writers, including Hayne and Timrod. His works complement Cooper's, for he undertook to do for the South, in its conquest of the land from nature and the Indian, what Cooper did for the same struggle in the North. Even those who do not hold him Cooper's equal admit the power of his work."

"The Yemassee," a story of early colonial days, is considered his best, tho such stories as 'The Partizan,' 'The Scout,' 'Katharine Walton,' and 'Eutaw,' dealing with the American Revolution, are strong and powerful tales. 'Tho his work is often hasty, unpolished, and sometimes inexcusably careless,' says Professor Holliday, 'the strength of his imagination and the easy vigor of his expression save the multitude of his stories from weakness and imitativeness.'"

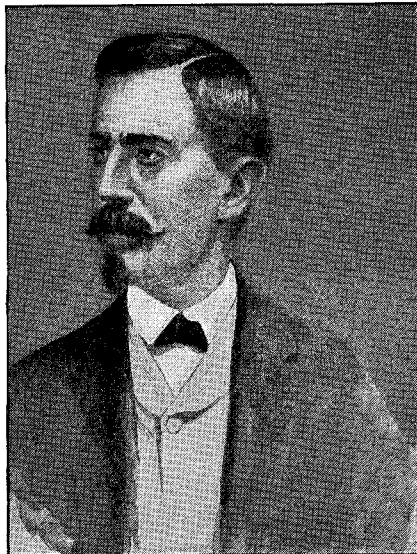
Of Richard Henry Wilde (1789–1847), for whom Mrs. Leigh claims poetical laurels equal to those accorded William Cullen Bryant, we are informed:

"He was born in Dublin and lived there eight years, but his father brought him to Baltimore, and five years later he went to Augusta, where later he became a lawyer and a Congressman. He was a student of Italian art and literature; he discovered the only portrait of Dante, wrote a work on Tasso and a number of poems, but is remembered by only one, 'My Life Is Like the Summer Rose.'"



ABRAM J. RYAN.

"Only Longfellow equals Father Ryan," declares Mrs. Leigh.



JOHN ESTEN COOKE.

For whom a place is claimed beside Washington Irving.



WILLIAM GILMORE SIMMS.

"James Fenimore Cooper is not greater than Simms."

DO THESE WRITERS DESERVE HIGHER NICHES IN OUR

Mrs. Leigh, for some reason not very obvious, couples the name of Emerson with that of Nathaniel Beverley Tucker, of Virginia, of whom our *Times* informant tells us:

"He was born in 1784, and died in 1851, and was the author of two novels, one of which, 'The Partizan Leader,' was famous in its day. It was subtitled 'A Tale of the Future,' and, like 'Looking Backward' and 'When the Sleeper Wakes,' undertook to foretell the conclusion of tendencies of the time. It imagined the destruction of our federative system by a long series of encroachments by the National Government, and the erection on its ruins of a consolidated government with the forms of a republic but the powers of a monarchy.

"This book created endless discussion, both North and South, and a good deal of it was bitter. When the war broke out the book was reprinted in the North as 'A Key to the Disunion Conspiracy,' for the purpose of proving that Tucker was party to the dark underground plot to overthrow the Union, in which so many honest Northerners then implicitly believed."

"Hallock and Drake can not compare with Hayne and Tim-

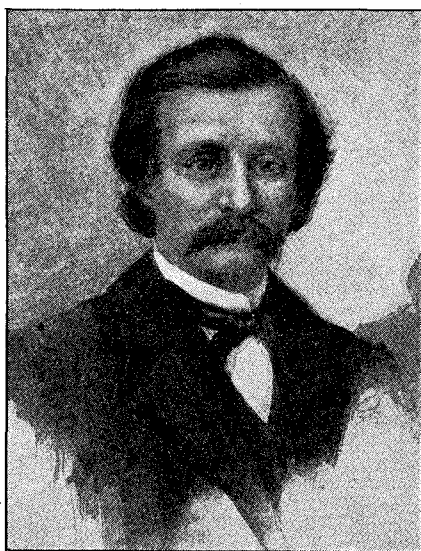
rod," declares Mrs. Leigh. Turning again to *The Times*, we read:

"Henry Timrod and Paul Hamilton Hayne were Charleston men and friends from boyhood. Timrod, born in 1829, died in 1867, after a sad life, full of misfortune. Hayne, born a year later than Timrod, lived until 1886. Timrod's best known poems were written in the Civil War period.

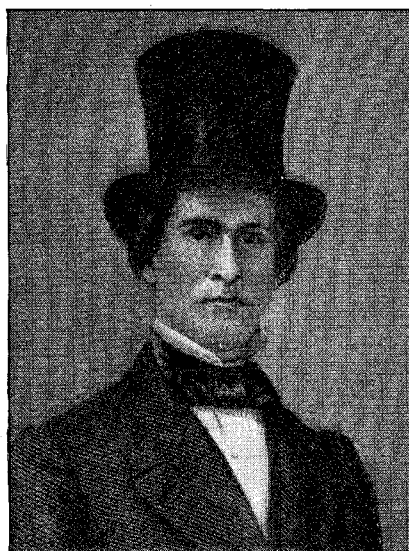
"Timrod, at any rate, has survived. He, unlike so many Southern poets, is neither forgotten nor remembered as 'the singer of one song.' 'He had in him,' says Professor Wendell 'the stuff of which poetry is made, and the circumstances of his career made some of his expression of it admirable.'

"Hayne's admirers call him 'the poet laureate of the South.' His first volume appeared in 1855, and he was recognized and welcomed by Bryant, Holmes, Longfellow, and the other leading Northern poets. Like Timrod, he was ruined financially by the war; his beautiful home in Charleston was lost, and he had to begin life anew in a shanty on a railroad line near Augusta.

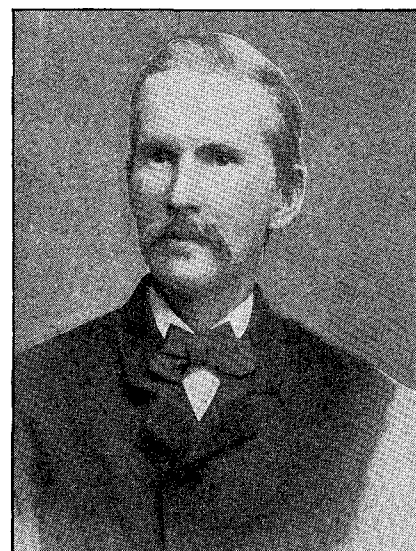
"Here Hayne supported himself by his pen, while his delicately reared wife did the cooking and washing.



HENRY TIMROD.



THEODORE O'HARA.



PAUL HAMILTON HAYNE.

"Hallock and Drake can not compare with Hayne and Timrod," says Mrs. Leigh, who complains that this rating of the two Charleston poets is not recognized by Northern text-books. Theodore O'Hara is remembered as the singer of one song, "The Bivouac of the Dead."

TEMPLE OF FAME THAN THEY HAVE HAD?

"His merit," says Professor Holliday, "was recognized to an extent seldom known to writers from the South."

Of Father Ryan, whom Mrs. Leigh balances against Longfellow, we read:

"Abram J. Ryan, the Virginia priest (1839-1886), wrote poems which, Dr. Cairns says, 'stand to Roman Catholicism and devotion to the South as the more sentimental poems of the New England writers do to Puritanism and loyalty to the Union, respectively. They have a swing that catches the popular ear, and they are full of sincere emotion.' His best-known poems are 'The Conquered Banner' and 'The Sword of Lee.'"

Theodore O'Hara, the Kentuckian, whose "Bivouac of the Dead" is "probably the most famous poem ever written by any Southerner but Poe," was born in 1820, and died in 1867. He was a soldier in the Mexican War, and wrote this poem on the occasion of the burial at Frankfort of the Kentuckians killed at Buena Vista. His claim to literary immortality, says the writer in *The Times*, rests almost exclusively on this one song.

As a result of this survey, the writer in *The Times* concludes that "there has been no withholding of recognition from the Southern writers whose work warranted recognition":

"It is not the Laniers and Poes who have any reason to complain, only the A. P. Longstreets and the Hugh H. Brackenridges. The truth seems to be that the South is only now giving itself to literature; that in the antebellum days the Southern genius was turned by the necessities of the case into political fields. Most of the Southern writers of that time who are favorably remembered were lawyers and politicians, who wrote simply as a recreation.

"But with the sweeping away of that system which had demanded of the South a special aptitude for politics and had made it essential that politics should be dominated by the South, as a matter of self-preservation, there came a literary awakening, along with all the other changes which we lump under the name of 'the new South.' To it we owe Sidney Lanier and Joel Chandler Harris and George W. Cable and Maurice Thompson and Charles Egbert Craddock and Thomas Nelson Page."

In the literary supplement of the same paper, however, we find the following expression of editorial opinion:

"Mrs. Leigh insists that Fenimore Cooper is not greater than William Gilmore Simms. We say frankly that if we were compelled to choose to-day between reading 'The Last of the Mohicans' and 'Eutaw' we should choose 'Eutaw.' There is mighty good reading in Simms."

And in the same column we read further:

"Mrs. Leigh's protest as a whole ought to be gratifying to all American literary critics, anthologists, and writers of literary handbooks. For one reason, she suggests, if not the need, at least the possible acceptance of a new 'Comparative Study of American Literature.' For another, she indicates to Northern writers that the people of the South have literary ideals and traditions which must be recognized and respected in any authoritative account of American literary history. It was worth while to do this, even if the little row over Mr. Matthews's little book has the qualities of a tempest in a teapot."

Professor Matthews himself is moved by Mrs. Leigh's attack to explain that "sectional bias is exactly what I tried to keep out of my book." And he adds:

"In fact, I am inclined to think that it is my effort at impartiality, my absence of sectionalism, my attitude as a citizen of the whole Union, which has been the exciting cause of the perfervid assault of the United Daughters of the Confederacy."

POPULARIZING OPERA IN NEW YORK

CAN OPERA BE DEMOCRATIZED in New York, as it has been in Vienna, Paris, Berlin, and Milan, or must it remain a diversion of the rich, like polo and the horse show? Can "opera for the people, in the people's language"—and at the people's prices—justify itself artistically and financially in a city where the "diamond horseshoe" has come to be regarded as almost as essential to grand opera as the orchestra, and the gowns in the boxes no less important than the costumes on the stage? Next winter promises an answer to these questions, thanks to the rapid development of a movement started by the City Club, an organization hitherto mainly associated with municipal reform. "The Century Opera Company," the result of the City Club's efforts, announces a season of forty-five weeks, beginning September 15, during which it will produce opera in English, French, German, and Italian at prices ranging from twenty-five cents to two dollars. The present plan is to devote the bulk of the season to grand opera, but to close with about ten weeks of opéra-comique. The home of the new company will be that much-advertised building erected four years ago as the New Theatre, but now to be known as The Century Opera House. This operative venture is to be given at least three years in which to prove itself.

The management of the Century Opera Company has been placed in the hands of Messrs. Milton and Sargent Aborn, who, as the directors state, "are well known for their success and long experience in producing opera at popular prices," altho their activities hitherto have been in other fields than New York.

Mr. Milton Aborn gives an interviewer from the *New York Tribune* the following interesting account of his plans for the new company:

"We have always been believers in and exponents of opera in English, and the Century Opera Company will be devoted largely to this idea. Opera in English will be given every day of the week except on Monday evening, when opera will be given in the language in which it was written. We will run one opera through the week. If we open with 'Aida,' as we probably shall, it will be given on Monday in Italian, and on all other days in English. The week, however, will begin on Tuesday, the Monday performance being the last one of that particular opera.

"We believe in running each opera for a week, as our experience has been that if the public likes an opera it goes home and tells its friends, who, if the same opera continues, take the advice given them and come to the theater. If the bill is constantly changed they become confused and resent it. We believe that the great public wishes its opera in the vernacular, so that it can understand what is happening on the stage. Of course, many of the translations are clumsy, and we are to make an effort to remedy this fault. As to diction, there is no reason that singers should not pronounce English perfectly, and for this we are to establish a conservatory in the Century Theater, where we will employ teachers for diction, dramatic action, and singing. We shall continue the predominance of performances of opera in English, unless the public shows that it prefers opera in the original language, in which case we shall give it what it wishes.

"Our singers will be all Americans, or practically all, so that English will be their native tongue. As nearly all singers learn the operas in the original language, however, I do not expect any difficulty when they are called upon for the Monday night performances. We shall soon establish voice trials, and all



EDWARD KELLOGG BAIRD.

He launched the City Club's movement to make opera democratic in New York, and has been elected president of the Century Opera Company's board of directors.

applicants are welcome. We do not intend to pay huge salaries, and if Mr. Hammerstein chooses to outbid us we will let him have the singer—there will be plenty of good ones left.

"Our orchestra will number sixty musicians, and we will have a chorus of one hundred and a ballet of twenty-four. The chorus will begin rehearsals in July."

To an inquiry as to what stars he expects to engage, Mr. Aborn replies:



SARGENT ABORN.

He will share with his brother Milton the general management of New York's latest "popular opera" venture.

"We do not believe in the star system, and do not intend to observe it in the opera season at the Century. When we engage artists of stellar magnitude they will not be featured, and each member of our casts must stand or fall by his or her own talents. Every star now in opera has had to rise from the ranks, and some of them sang better when they were making their reputations than they do now.

"It is our hope to secure virile and experienced young artists with fresh voices, and with their future ahead of them rather than behind them. Our aim is excellence in the ensemble and not in spots, and in following this policy we hope to give grand opera of the highest artistic quality."

For the training of new singers there will be established an operatic conservatory in connection with the Century Opera Company. Says Mr. Aborn:

"Experience has taught us that there is a great deal of operatic talent in America which needs only to be developed, and consequently this conservatory will fill a long-felt want here, for very few young American singers have the means with which to go abroad for study and experience, and those who do go over there and win success are only an indication of the greater number here who never have the opportunity."

These plans are given a cordial welcome by the New York press, altho here and there a doubt is expressed as to the ability of "popular" opera in New York to win the patronage of the people. Among the optimistic is *The Sun*, which admits that in the past New Yorkers have not supported low-priced opera, but maintains that since those earlier experiments a new public, largely recruited from the foreign-born residents, has sprung up.

Another suggestion, cited by a New York correspondent of *The Musical Leader* (Chicago), is that "there is a tremendous new musical public created by the phonographs and the player pianos." We read:

"This public, it is maintained, having heard the world's greatest singers through the advent of a scientific era, will flock to an opera-house where they may see and hear opera at prices within their means. This viewpoint is a practical one, too, and will be endorsed by the Messrs. Aborn, who each year find their audiences larger."

That the new company is not to be regarded as in any sense a rival of the Metropolitan Opera Company may be inferred from the presence among its directors and incorporators of such names as Otto H. Kahn, Philip M. Lydig, Clarence H. Mackay, Harry Payne Whitney, and others prominently associated with the financing of the Metropolitan Company. Something of the cross-

currents of surmise that have been set in motion may be gathered from the following paragraph in *The Musical Courier* (New York):

"Operatic chess is being played mentally even by those who are not active participants in the game itself. Thus, one set of wisecracks has discovered that the Metropolitan Opera millionaire directors backed the City Club (Century) Opera solely to institute opposition to the Hammerstein Opera; a second group professes to know that the same wealthy gentlemen bought Andreas Dippel out of the grand-opera field; and a third band of know-alls insists that Messrs. Milton and Sargent Aborn have been selected to head the City Club scheme for three years because they had already made public a plan to build an opera-house of their own, in partnership with a well-known theatrical speculator and real-estate promoter."

In the face of these developments Mr. Oscar Hammerstein has not been silent. His first comment on the City Club's program was to challenge the assertion that opera could be produced at a cost of \$13,000 a week. "It cost me \$25,000 a week," said Mr. Hammerstein, and "it costs the Metropolitan Opera Company \$35,000 a week." These

figures were accompanied by a number of ironic suggestions, but his declaration of war is contained in an open letter addressed to the Metropolitan Opera Company. This letter is in reply to a communication from the Metropolitan Company, reminding him of a contract he had entered into with that company on April 16, 1910, in which he agreed not to produce grand opera in New York for ten years. Mr. Hammerstein's letter reads in part as follows:

"The contract you refer to you broke before the ink was dry. The fundamental intent and purpose, the whole morale, indisputably embodied in this contract, was a division of territory for grand-opera purposes. I was to leave New York, Philadelphia, Boston, and Chicago to you. You were to leave the rather narrow field outside of these cities to me. Immediately after the signing of the contract, you arranged and contracted to give opera in a dozen or more cities annually at longer or shorter periods; and when last Fall I made an effort to make use of my privilege, form a circuit of opera-houses, and the presentation of grand opera, I found my territory occupied by you. . . .

"I have purchased the Lexington Avenue property in my name; I am erecting an opera-house on the same in my name; I intend to devote it exclusively to grand opera all the year round. I have made and I am making contracts with great artists for this and sole purpose in my name. I intended to devote the edifice solely to a permanent institution for grand opera in English at \$3 the highest. You, twenty-four hours after my announcement to this effect, announced the creation of another institute at \$2 the highest. Under the guise of philanthropy, you, nevertheless, solicit alms from the public, inveigling the Mayor and others in public authority to further nothing else but a sinister scheme to destroy my absolutely financially disinterested efforts in a noble cause. Consequently, I will produce grand opera at certain periods at \$1—at others at \$6 a seat, in any language, excepting one particular one which your conduct deserves, but which is unfit to be printed."



MILTON ABORN.

Who has had more than twenty years' experience in producing light and grand opera at popular prices.

RELIGION AND SOCIAL SERVICE



RELIGION AND BIRTH-RATE

ANOTHER COUNTRY that has begun to worry over its decreasing birth-rate is Germany, where an interesting phase of the problem lies in the fact that this decrease is much greater among the Protestants than among the Catholics. In the current discussions in the German press the churches of all denominations are called upon to throw their influence against race suicide. The following facts and figures are taken from an article called "What Can We Do to Counteract the Growing Decrease in the Birth-rate?" by Johannes Kübel in the *Christliche Welt* (Marburg):

"In 1870 there were born in Germany in every 1,000 population 40.1 children; in 1910 it was only 29.8, a decrease of nearly twenty-five per cent. The decline in the thirty years to 1900 was 3.3 per cent.; in the last ten years it was 7 per cent. Since 1901 this percentage of decline has steadily grown, it being 2.1 in a single year. Compared with other European lands, the rate of decline in Germany is the most marked. Thus, in the year 1910 the decline of birth-rate in Spain was 1.7; in France, 2.5; in England and Wales, 5.1, but in Germany, 6.3, as compared with the figures of ten years before. Germany reports even an absolute as well as a relative decline. Since 1898, more than two million children were annually born in that country; in 1910 the number sank below the two-million line, altho the population had increased nearly ten millions since 1898; in 1910 the number of children born was 93,824 fewer than two years before. In some of the larger cities this decline amounts to a catastrophe, e.g., in Berlin the decline since 1876 was from 46 in ten thousand to 21.8 in 1909; in Barmer, from 47.7 to 23.4; in Solingen, from 38.3 to 21.2; in Dresden, from 41 to 25. The absolute retrogression is seen in such cases as Munich, in which in 1901, with a population of half a million, there were 14,103 children born, but in 1909, with a population of 570,000, only 10,535. These are only sample facts."

Turning to the greater decrease among Protestants than among Catholics, the writer says:

"In Prussia from 1875 to 1900 the average number of children in a Catholic family was 5, in a Protestant family 4. In 1871 the Protestant contingent in that kingdom was 64.9 per cent. of the entire population and the Catholic 33.6 per cent. In 1910 the ratio was 61.8 and 36.3 per cent. The percentage of Protestant children as compared with those born from Catholic parents has decreased from 54.4: 38.6 in 1903 to 52.3: 40.4 in 1910. Still more eloquent are the following facts: In 1901 the Protestant school children in Prussia numbered 3,491,373, in 1906 it was 3,706,962; in 1911 it was 3,851,647; while the Catholic figures were 2,057,272, then 2,321,926, and then 2,597,914. In ten years the three and a half million Protestant school children of Germany increased 360,000, while the two million Catholic children had an increase of 510,000. The problem has also a serious religious side, and, in addition, a political phase when it is remembered that the Polish families report the largest gains."

Discussing some of the causes behind these figures, he continues:

"The first and foremost cause is the industrializing of Germany and the rush to the larger centers of population, where Germany has built up its big businesses. Experience has shown that the workingman's family, if it has more than four children, is inevitably doomed to the proletariat. In addition, the employment of women in factories, the growth of greed for money, the modern culture of women, the fact that the Protestants more than the Catholics flock to the cities, and other reasons are the causes of this condition of affairs. One-fifth of the Protestant population of Germany is now living in cities of 100,000 and more, but only one-seventh of the Catholic contingent."

And of the possible remedies we read:

"Protestantism can unfortunately do little, except to preach

and to admonish. Minister Dr. Kirehner, in the Prussian Diet, recently declared that the Protestant clergy can do less in this matter than the Catholic because the latter have that powerful help, private confession and absolution. Just how much can be done in awakening the conscience of the people will depend on the trial. Things do not look encouraging in this respect. Medical science and economics, especially in antagonizing the theories of Malthus, must exert some influence. The state can assist by forbidding the sale of illegal instruments and medicines. But all these can be only experimental. The problem is new and the solution not yet found."—*Translation made for THE LITERARY DIGEST.*

CHICAGO'S "MORALS COURT"

CHICAGO LIVES UP to its reputation as a pioneer in establishing the first "Morals Court," thinks the *Chicago Tribune*, which says that the work of the court "will attract the attention of the world," while *Collier's Weekly* pronounces its methods to be "as scientific and humane as the average police-court methods are clumsy and brutal." The business of the Morals Court is to hear "all cases that have to do with violations of the city ordinances regarding the social evil," and as the *Cleveland Press* explains, its object is "to deal mercifully and helpfully with girls gone wrong." First offenders are spared the shame of public exposure, and none of the women on trial are thrust into contact with the regular petty criminals and drunkards of the police court. Attached to the court are women probation officers and women physicians, and it is proposed to have a hospital for such of the defendants as may need medical care. The probation officers cooperate with employment agencies and rescue homes so that the women who wish to make a new start in life shall have the opportunity. Another feature of the Morals Court is that it will deal severely with the men who "entrap and then prey upon these women," which leads *The Press* to wonder whether "society is getting ready at last to do justice to a pariah class?" Justice in these matters, according to the *Milwaukee Journal*, "has all too often been one-sided," but now the world is disposed to regard the men more sternly and to look upon the women, especially the first offenders, with more intelligent consideration, and *The Journal* asks:

"Is there any way in which humanity may be more greatly shown than in extending another chance, whether it is to the convict after his first sentence or to the woman who has erred? There is no danger that such a course will encourage crime. The penalty will still be heavy enough. Chicago with its Morals Court will not wipe away the grief and shame of sin, but it will take a step nearer the thought of him who said so many years ago what Christianity has been so long in learning: 'Neither do I condemn thee; go and sin no more.'"

In the view of the *Philadelphia Inquirer* the Morals Court is "admittedly an experiment and must be judged by its results rather than on any theoretical grounds," and yet "conditions are becoming so bad that any effort at betterment is to be encouraged," so that "if Chicago succeeds even measurably other cities will be prompt to follow her lead."

But plain skepticism as to the worth of the court is the feeling of *The New World*, a Catholic newspaper published in Chicago, which remarks:

"It is all very well to say that the court is intended to 'give every one a chance'; to afford those who have fallen from the path of virtue another opportunity with a change in life, but this is scarcely to be obtained by blazoning to the world the names and the sins of the fallen or degraded, with pictures of the court



A CHICAGO EXPERIMENT—THE FIRST "MORALS COURT."

The object of this court is "to deal helpfully and mercifully with girls gone wrong." Judge Jacob H. Hopkins is presiding. On his right sits Gertrude Howe Britten, superintendent of the Juvenile Protective League, and on his left Mrs. Louise Tousey, the Court's chief probation officer.

flanked by sanctimonious individuals performing the work of moral regeneration. According to one of the printed accounts, a young girl who had been before the court for wayward conduct was 'sentenced' to be sent home, but the victim of the moral-court proceeding replied that the publicity given her case by the activities of the sociologist reformers, the proceedings of the court and the newspapers, made it impossible for her ever to enter her home again or rejoin the family. Is not this a case of the cure being worse than the disease? Are we not entering upon an era of too many public nostrums, too many quack 'reform' doctrinaires, too much smug notoriety-seeking and highfalutin in the administration of the law? It would seem that there are enough channels through which the laws can be enforced, crime punished, and vice corrected, without continually increasing the number by such institutions as 'Morals Courts' and 'Courts of Eugenics,' etc., which not a few are beginning to regard as a fifth wheel to the coach of law administration."

THE CROSS IN THE BALKAN WAR

WHILE MANY OBSERVERS, noting the atrocities committed by the Christian soldiers as well as by the Turkish troops, prefer to consider the Balkan War a secular rather than a religious conflict, at least one spectator of the struggle does not hesitate to call it "a triumph of the Cross," and to reproach the Christian nations with their failure to recognize the fact that "all Christendom has triumphed in the latest victory of the small states of Southeastern Europe over their old enemy, the Turk." This spectator is Ben Hurst, who discusses the religious aspect of the war in the *Notre Dame Ave Maria* (Catholic). Mr. Hurst quotes a wounded Servian soldier in a Belgrade hospital who said to him: "We knew God would not turn his back on us. After all, it was for his Son we were fighting." The writer goes on to say:

"The rank and file who bore the brunt of battle, who chased the Turks at Kumanovo, stood knee-deep in the marshes at Monastir, and fell in thousands under the walls of Adrianople, were men who clung to the creed of their forefathers as to a pearl of great price. National sentiment was indeed strong, but it was not nationality that bound four separate races together.

"Greek, Slav, and Bulgar (half Slav, half Tartar) were bound by a common faith, their best inheritance. The 'intelligent' classes, who had assimilated new doctrines in the Masonic circles of Paris, Berlin, or Geneva, whither the youth of the Balkans go in quest of modern knowledge, kept these out of sight during the solemn marshalling for the fray.

"Not one was ashamed, on crossing the Turkish frontier, to make solemnly in public the Sign of the Cross. It was impossible to find standing-room in churches that are usually empty. A wave of fervor fanned a faith that had slept. The

Cross was the rallying symbol for the Allies on the field of battle. Christians, prest into the Turkish ranks, and deserting at every opportunity, ran toward the allied troops holding before them sticks or branches crudely put together in the hallowed form, or signing themselves continually, so as to insure recognition as a brother, and escape being shot. Among the prisoners whom I saw passing in the streets of Belgrade were many with rough crosses of white paper stuck on their caps. The persecuted symbol stood them at last in good stead. These men, mostly Greeks, were given free fare to their homes. It was everywhere, among the Allies, the triumph of the Cross."

Something of what this triumph may mean for the liberated states may be inferred from a comparison of conditions in Bulgaria under a Turkish and a Christian régime. The Rev. M. M. Popoff, a Protestant Missionary in Bulgaria, gives in *The Missionary Review* (New York) the following facts concerning Bulgaria's progress during the thirty-five years since she threw off the rule of Turkey:

"Once liberated from the unbearable yoke, the Bulgarians gave themselves to an all-round development. A system of free education was organized, for which the state expends annually 25,000,000 francs. Many young men had been trained in Robert College at Constantinople, who took leading positions in all departments of the Government and encouraged others to seek after higher education. A flourishing university was soon founded in Sofia, which has now nearly 2,000 students. Every town of any size has a gymnasium or a progymnasium, and there is scarcely a village without a free primary school upon which attendance is compulsory. As a consequence illiteracy has almost disappeared. Nearly every man in the army can read and write, and many a common soldier is a university man, speaking French, German, and English.

"In distributing Scriptures and tracts to the soldiers in Samokow, while they were starting for the front, out of 15,000 men, very few rejected copies on account of inability to read."

Those Balkan states which were still under the Turkish yoke when the present war began, says Mr. Popoff, have "absolutely no improvements" to show for 500 years of Turkish domination. We read further:

"The Bulgarians within thirty-five years made wonderful progress in education, industry, commerce, etc., as one will see at once on entering Bulgaria. The manner of living indicates that the national wealth is rapidly increasing. The Turks, on the other hand, leave behind them scarcely a single sign of modern civilization. They have established no schools, have built no factories, have constructed no roads. The great majority of their former subjects are left in distressing poverty, and the country is more desolate than they found it 500 years ago. This is unquestionably due to their utter inability to govern for the benefit of the people. If they had been better rulers they might still be the masters of the entire Balkan peninsula."

SOCIAL SERVICE AND THE PUBLIC SCHOOLS

NELLO was an undersized eleven-year-old Italian boy in an ungraded class of one of New York's public schools, where he distinguished himself by his "utter badness" and incorrigibility. But a "visiting teacher," sent to his home to investigate conditions there, found that Nello's mother was dying of cancer, and that he was her only nurse. He also had practically the entire care of three younger children. More than this, his father, a heavy drinker and often out of work, shared his beer with Nello instead of getting him proper food. Nello's school tantrums were then diagnosed as due to exhaustion, malnutrition, and alcohol poisoning, and when approached from this angle, promptly yielded to treatment.

The story of Nello, which is told by Eleanor Hope Johnson in *The Survey* (New York), is not unique or even exceptional, and for that reason she urges the extension of the social-service movement in connection with the public-school system. "The day is fast coming," says this writer, "when just as surely as social service is an inseparable and honored part of both religious and medical institutions, so it shall be of our educational work." Phases of this service, she points out, are already being slowly introduced into the public-school systems of some cities, while in many more cases the work is being done by volunteer agencies in connection with the schools. The most familiar form of this service at present is that of the "visiting teacher," who investigates the home conditions surrounding backward or incorrigible pupils, and with the knowledge thus acquired is often able to bring hope and progress into a situation which previously meant only bewilderment and despair to both teacher and child.

Yet "when the effort is made to introduce direct social service into the school system itself," this writer tells us, "a suspicion has often been felt on the part of the governing body, or on that of the taxpayer, that here is an attempt to turn the schools into charitable centers." Writing in *The Survey* (New York), she goes on to say:

"They do not seem to realize nor take to heart the message of that minister of twenty years ago that while it is all very well to talk about training the mind, no one has ever yet seen a mind that was not connected with a body. The obstacles which often prevent the mind's full development must be discovered and removed before the education the schools offer can be taken full advantage of. The same close relationship which hospital social service brings about with a patient's home must be established by the school with the homes of its pupils—as in the case of Nello—so that any hindrance to a child's education existing there may be ascertained and as far as possible overcome.

"Last year the social worker who was supplied to the Department of Ungraded Classes of the New York public schools by the Public Education Association proved abundantly the need for such work in connection with all the special classes for children who are backward from any cause whatever. Children who appeared to be hopelessly defective were taken by this worker to hospitals or clinics and found to be far more nearly normal than had been at first supposed. Children who seemed to be in immediate danger of getting into evil ways because of their mental defect, and whose parents were unequal to the task of keeping them from harming themselves or others, were placed in institutions where they could be taught and cared for."

The success of this visitor has led the New York Board of Education to instal two such visitors in the Department of Ungraded Classes.

Concerning the development of volunteer social service in connection with the schools, the writer tells us:

"The Home and School League of Philadelphia has done valuable work in arousing interest in this direction, and now a number of such visitors are at work in the city supported by various private organizations. They are doing the same sort of work as that done by the visitors in New York and Boston, altho from the reports it would seem that both in Philadelphia

and Boston special attention is given by them to vocational guidance. A particularly valuable piece of work has been done by the home visitor appointed by the Armstrong Association to work among the colored pupils of Philadelphia; the Friend's Preventive Association, the Juvenile Protective Association, and the Children's Aid Societies, also support visitors. These are being used to an increasing degree by the Bureau of Compulsory Education of Philadelphia in carrying on the preventive work connected with that bureau.

"In Boston there are now five full-time and seven or eight part-time school visitors. Each visitor is engaged by some private organization, such as the Women's Educational Association, the Home and School Association, a group of settlements, or by some individual. She is attached to a special school or district and does all her work there. This is the arrangement in all three cities. The work has been supervised by a committee of the Women's Educational Association, and this committee represents settlements and other social agencies. Work of this sort, but on a smaller scale, is being done both in Worcester, Mass., and in Rochester, N. Y. The visiting teachers working under the Public Education Association of New York have been increasingly effective in their efforts to solve for the often overburdened teacher problems connected with individual children."

POLITICS AS A "SPIRITUAL ENDEAVOR"

A MARKED IMPROVEMENT in the spirit of politics is noted, in an interview in the *New York Times*, by Norman Hapgood, one of the new owners and the editor-in-chief of *Harper's Weekly*, and also the chairman of the New York Citizens' Committee which is planning a fusion campaign in the metropolis for the fall election. "A semi-religious or acutely ethical feeling is the real dynamic force behind the change in our political conditions," is the belief of Mr. Hapgood, who maintains that politics is no longer a mere conflict of partizan points of view, but "a highly spiritual endeavor" to discover the means of giving "to the mass of the people the best things in life," and he holds that the objects of progressive politics to-day are in many details "identical with the objects that form the basis of the Christian religion." The willingness to change established customs and to reduce established privileges Mr. Hapgood terms "enthusiastic humanity," and remarks that it is much more in evidence in the Middle West, "where wealth and education are more evenly distributed, than in the great social and financial centers of the East." He adds that there are various reasons why it is hard to make the progressive feeling count in New York, one being that in any wealthy community the political organizations "are likely to be dominated by men of great wealth" and by vast business organizations; yet this has happened not in New York alone, as we read:

"Everywhere in this country the difficulties of city government have been increased by the fact that we have rarely brought the citizens forward in our politics, but have subordinated the individual to the political machine, which has invariably been a subordinate part of one or the other of the great national parties. These machines have not only included a great deal of inefficiency and considerable dishonesty, but, what is even more important, they have prevented the best intelligence of our cities from taking over the control of our city governments and bringing advanced and creative thought to bear on city problems."

That we shall eventually establish a system by which a great city shall be permanently free from the thrall of national partizan-ship is Mr. Hapgood's conviction, and he continues:

"City elections in the not remote days of the future will be won or lost on questions bearing only upon city problems; only such municipal officials shall be chosen as we the public have an interest in; the rest will be appointed. In no other way can the present advantage of the professional politician be wholly done away with. Among political devices for better city government the short ballot is the most important."

MOTOR TRUCKS

THE MOTOR-TRUCK AND THE RAILWAY

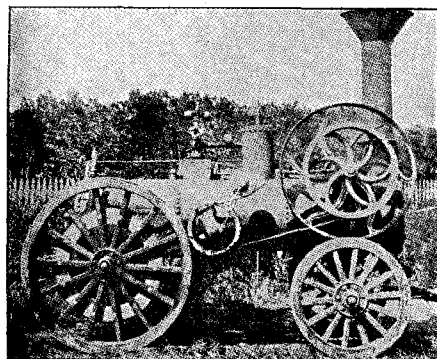
THE growing use of the motor-truck for short-distance transportation has raised the question whether, and how far, it may prove to be a successful competitor of the railroad. Much will depend on the existence of good roads. That the question is extending far beyond metropolitan limits is shown by a letter of inquiry that *Motor Age* recently received from Bowie County, Texas. In Bowie County good roads have been built by bond issues. One of the roads parallels a railway for a considerable distance, and it has been proposed that the road be extended for thirty miles further along the railway. Before doing this, however, information was sought as to the "actual cost of operating trucks on graded and graveled roads per hundred pounds of freight per mile." When these figures have been obtained some of the authorities in Bowie County intend to compare them with freight rates charged by the railroad. In answering the question *Motor Age* says:

"As a basis of figuring it will be advisable to look at the freight schedules for this territory on lots of 100 pounds. These throughout Texas are as follows:

Class of goods	1	2	3	4
10-mile haul.....	13	12	10	8
15-mile haul.....	15	13	12	10
25-mile haul.....	19	17	15	13
35-mile haul.....	22	20	18	16
50-mile haul.....	27	25	23	21

"If the motor-truck is to make good it must meet these rates and make a profit on them. With a simple system it can be done, but an elaborate freight line would be beaten by the railway.

"Motor-trucks already have competed with the railways abroad for certain classes of service and under certain conditions, with excellent success. This is over good roads, of course. As to whether it could be done in the case mentioned would depend entirely on the service conditions. Assuming some of these, however, one can easily outline a plan of figuring cost which will give a good idea of things, as a beginning to real figuring.



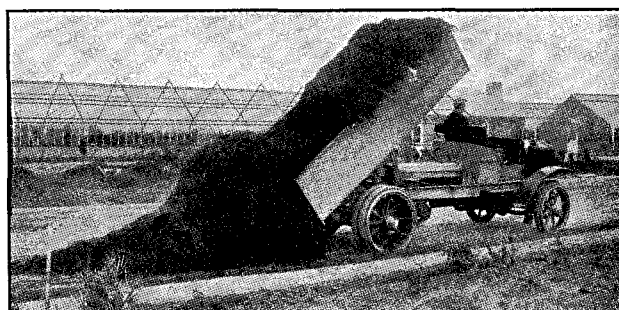
From "The Automobile."

MOTOR VEHICLE MADE IN 1873.

"In the first place, the road projected is 42 miles long altogether, and the motor-truck line is to compete with the parallel-railway for this distance at 27 cents per 100 pounds maximum. If the line can take in towns near that are not touched by the railway, so much the better, assume that there would be ten stops or distributing stations along the route and that business can be had to keep the motor vehicles working to their tonnage capacity each trip.

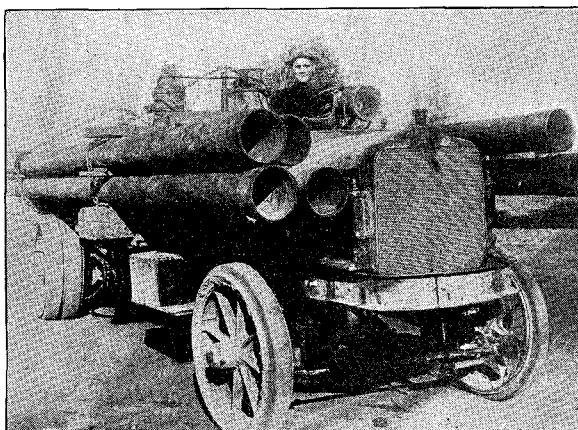
"It has been contended in many previous articles in *Motor Age* that the business method of handling motor-trucks is of far more importance than the vehicle itself, and this case is no exception. The whole success or failure of the scheme would depend on the business connected with the trucks and the business

"All of this fixt expense has to do with the car alone, however. In actual work some kind of platform or shed would prob-



From "Motor Print."

MOTOR-TRUCK AT WORK ON GEORGE GOULD'S ESTATE IN LAKEWOOD, N. J.



MOTOR-TRUCK DELIVERING PIPES TO BUILDERS OF AN OIL PIPE LINE.

ably have to be furnished as a freight station at each town shipping point, the expense depending on the business and equipment. If a number of motor-trucks were used this overhead would drop, but business conditions in several towns might require a good, tho small, freight building, lighted and heated, and a man in charge.

"Add to this the expense of two working trucks at \$13.50 each, including driver, and you have the total daily expense of \$49.48, or about 24 cents per ton-mile. This means an expense per 100 pounds per mile of 1.2 cents, or practically 50 cents for the 42-mile trip, including handling, etc. This is too high.

"If two drivers were used each truck could make a round trip of 84 miles a day without undue strain or hurry, provided the goods are ready at each station platform at stops. By building sheds which were mere platforms with a protecting roof and a box for shipping slips and orders, most of the small stops could be handled as now; the two machines would make two trips a day each way, or one could be used only to do as much work as formerly. The ton-mileage per day would be in this case 420 instead of 210 for the same vehicle."

SELF-STARTERS FOR TRUCKS

A subject on which there is much diversity of opinion in motor-truck circles is the wisdom of using a self-starting apparatus. At the public shows early in the year makers in general discouraged the introduction of it. They contended that the simpler

ability of the manager, statements which will explain themselves as the article proceeds.

"The average motor-truck in city use makes 42 miles a day, so for the first figuring, merely to arrive at a further basis, let us assume that there will be two machines, one making a trip each day, a third being held in reserve for breakdowns and for extra hauls. The mileage will be 42 per day, the stops 10. Thus the trip would be made in about 6 to 9 hours, not over 4½ hours being spent in actual motion by each machine and the rest spent in loading and unloading.

"The fixt expenses of a 5-ton truck would be about as follows:

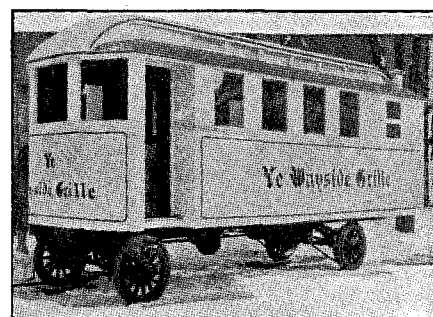
Gasoline.....	\$1.62
Oil, etc.....	.43
New parts.....	1.31
Tires.....	2.63
Driver.....	2.50
Fixt expenses of truck.....	5.06

Total.....\$13.55

"Fixt expenses on the truck would be as follows or thereabouts, car cost being taken at \$4,500:

Depreciation, 20 per cent.....	\$3.00
Interest at 6 per cent.....	.90
Insurance.....	.36
Garaging.....	.86

Total.....\$5.12

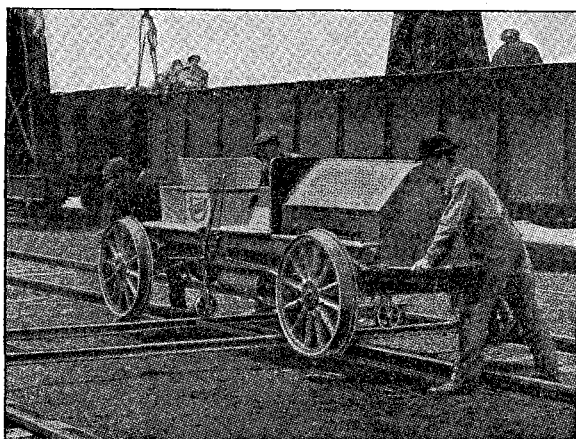


From "Motor Age."

MOTOR-TRUCK LUNCHING-ROOM USED IN GRAND RAPIDS, MICH.

a truck was made the better it would perform in the hands of a driver. It was desirable, so far as possible, to avoid giving drivers any opportunity for tinkering with new devices. In this way trouble could be avoided. On the other hand, it is contended that "everything possible should be done to save the energies of the driver." This ground is set forth in *Motor Age*, which insists that the contention is particularly good in the case of the vehicles of 1,500 pounds capacity now used for making deliveries of many parcels daily. A driver thus occupied will of necessity be compelled to spend a great deal of his time and energy in cranking the motor. A driver whose energies are not diverted by the necessity for cranking would be almost certain to produce better results. The writer adds:

"With the improvement that starters are receiving at present there is not any reason why satisfactory ones for the truck driver can not be produced. It is true the work on a starter in such service is ten times greater than that in a passenger car, and it will be up to the starter, manufacturer, and battery builders to cope with these extreme conditions.



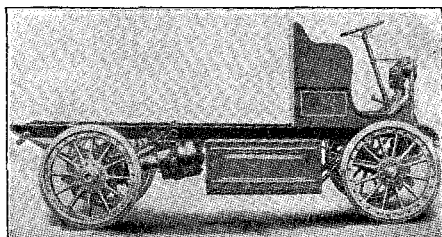
From "Motor World."

MOTOR-CAR USED IN RAILWAY TRACK WORK.

"The fact that starters are desirable for one type of motor-truck does not necessarily mean they are desirable for all types. The truck used in transfer work between a store and its distributing warehouses, or between the depot and the wholesale warehouses, has not that requirement for a starter that the vehicle in the house-to-house service has. It is a moral certainty that when the starter movement takes hold of one department of the truck industry its influence will be felt in all of the others."

THE DEMAND FOR GASOLINE

L. S. Tainter writes in *Motor* of the magnitude of the demand in this country for gasoline. Motor-cars alone now consume in twelve months over 400,000,000



From "Automobile Topics."

A LIGHT WEIGHT ELECTRIC TRUCK.

gallons. While these figures are not exact or authentic, they may serve as an estimate. They are based on the assumption that the average car will be run 5,000 miles in a year and will consume a gallon for each twelve miles. The number of cars

now in the country is placed in round numbers at a million. Starting with these figures, an attempt is made to get at the cost of the gasoline consumed. With the average price placed at 15 cents per gallon, the result obtained is \$60,000,000. If to this price be added 5 cents per gallon, in order to reach the average price paid by consumers, the result would be \$80,000,000—"surely a nice, tidy sum to go into the coffers of the refiners and sellers of gasoline during the course of one year." Other items of consumption named in this article, their cost, etc., are gas, engine oil, grease, and kerosene. Mr. Tainter says:

"We find that each car in this country consumes thirty-five gallons of engine oil on an average during a year, making a total of thirty-five million gallons. The average wholesale price of this product is thirty-two cents per gallon, which figures up to over eleven million dollars.

"The next in line is grease, and of this motor-cars use during a year fully twenty million pounds, or ten thousand tons, and, at an average wholesale price of six cents per pound, this amounts to one million two hundred thousand dollars.

"A great deal less kerosene is being used per car now than was consumed a few years ago; this is on account of the increase in electric-lighting systems, but it is perfectly safe

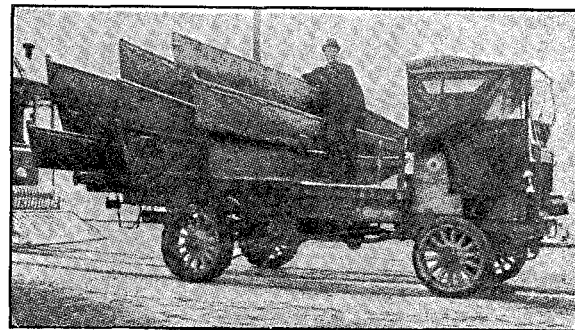
to assume that each car is responsible for an annual consumption of two gallons. This includes what is used for lighting, cleaning the motor, and washing, or a total consumption of two million gallons, and at ten cents per gallon it amounts to two hundred thousand dollars.

Only the widest kind of a guess can be made as to the value of the general petroleum lubricating oils and greases which are used in the manufacture of motor-cars and automobile accessories, but one would not be very far wrong if he put the annual figure at three million dollars.

Summing the matter up, we find that the automobile and its kindred industries are responsible for over seventy-five million dollars' worth of wholesale petroleum business during a year, which is divided as follows:

Gasoline	\$50,000,000
Gas-engine oils	11,200,000
Greases	1,200,000
Kerosene	200,000
General lubrication	3,000,000
	\$65,600,000

"Speculation as to the future is rather a fruitless business, but it is nevertheless vastly interesting. With motor-cars being launched on the roads of America at the rate of almost half a million a year, with motor-boats taking the water in fleets, and with a constantly increasing number of

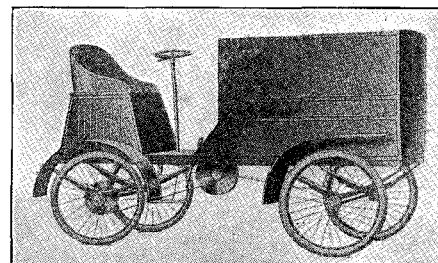


From "Motor Age."

TRUCK TRANSPORTING BOATS FROM TOLEDO, O., FOR THE RELIEF OF DAYTON.

stationary engines being driven by gasoline and lubricated with the same oil and grease that the motor-car uses, it is obvious that the time is not far distant when the gasoline phase of the petroleum industry will take place in the list of staple 'crops' along with wheat, corn, and their fellows.

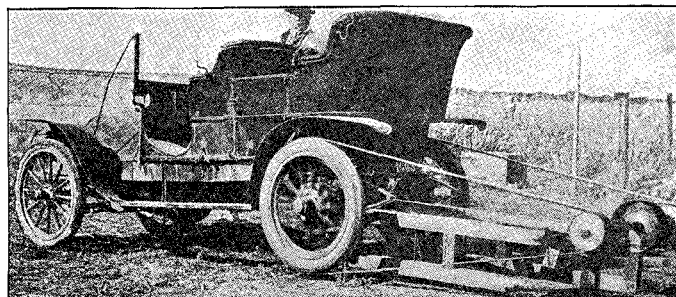
"In England the ordinary wholesale price of gasoline, or 'petrol,' is the equivalent of forty cents a gallon, while in France 'essence' has touched the sixty-cent mark. With gasoline in America



From "The Horseless Age."

LIGHT DELIVERY WAGON BUILT ON CYCLE LINES.

at the latter price, we would have the enormous total of \$240,000,000 as the actual cost to the ultimate consumer of the power to drive his car. Beyond a shadow of question, the rapid increase in the number of motor-cars will furnish the oil merchant with the needed excuse for an equally rapid increase in the cost of motor fuel. Two



From "The Automobile."

AUTOMOBILE RIGGED TO DRIVE FARM MACHINERY, A CIRCULAR SAW BEING IN OPERATION IN THE PICTURE.

years hence, when the number of automobiles in America passes the two-million mark, we shall, unless some kindly hand intervenes, with another and cheaper fuel, have forty-cent gasoline. Assuming that the consumption would be just twice what it is now, we get the astonishing total of \$320,000,000 as the bill which the motorists

(Continued on page 1234)

The Victor System of changeable needles gives you complete musical control

Full tone



Victrola Needle
30 cents for 200

Medium tone



Victor Needle
5 cents per 100
50 cents per 1000

Soft tone



Victor Half-Tone Needle
5 cents per 100
50 cents per 1000

Subdued tone



Victor Fibre Needle
50 cents per 100
(can be repointed
and used eight times)

The Victor system of changeable needles adapts the different selections to the requirements of different rooms, and to meet the tastes of different people—enables you to hear every record just as you want to hear it.

“But,” you say, “when Caruso sings or Mischa Elman plays doesn’t the Victor record it exactly as the artist sings or plays it?”

Absolutely true to life—but there is this important difference:

The Victor record is the artist just as you would hear him if you stood beside him on the stage, while what you want is to hear him as you would if seated in the audience—and the system of changeable needles enables you to sit in the first row or the last row or any place between, and to change your seat for each individual selection to hear it to the best advantage.

The Victor system of changeable needles and the tone-modifying doors of the Victrola give you perfect control over the music, and enable you to bring out the full beauties of each individual record.

The **Victrola Needle** produces the full tone as originally sung or played—particularly suited for large rooms and halls, and for dancing.

The **Victor Needle** brings out a volume of tone about equal to what you would hear in the first few rows of an opera house or theatre.

The **Victor Half-tone Needle** reduces the volume of tone and gives you the effect of sitting in the middle of an opera house or theatre.

The **Victor Fibre Needle** produces a rich, subdued tone that takes you still further back—a tone that will delight the discriminating music-lover.

The principle of the changeable needle is the only correct one to insure perfect results, and the reproducing qualities of Victor Needles are absolutely right.

Any Victor dealer will gladly play any music you wish to hear and demonstrate the value of the changeable needle.

Victor Talking Machine Co., Camden, N. J., U.S.A.

Berliner Gramophone Co., Montreal, Canadian Distributors.



New Victor Records are on sale at all dealers on the 28th of each month

G. V. Electric Trucks

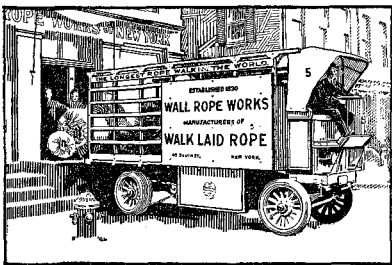
Give you 10 years' life
and more. Are clean,
silent and odorless.

Operate 297 days out
of the 300.

Show economy in tires, parts
replacements and general up-
keep over a period of years.

Promote the highest effi-
ciency in systematic trucking,
transfer work and light deliveries.

Make possible undreamed of
economies in real estate in-
vestment covered by stables
and wagon yards.



Design standardized since 1907.
All parts of each model interchange-
able. Over 3000 in use, many ten
years old.

The ex-teamster and the simple Electric are a sav-
ing over the complex motor vehicle and the expert
chauffeur-machinist.

The Electric has economic law behind it and must
dominate in its field. Show your business acumen
by getting the right machine for the right place.

Six capacities: 750 lbs. to 5 tons.

Catalogue 106 on request.

**GENERAL VEHICLE
COMPANY, Inc.**

GENERAL OFFICE AND FACTORY:

Long Island City, N. Y.

New York Chicago Boston Philadelphia



MOTOR-TRUCKS

(Continued from page 1232)

of 1915 will have to foot for their fuel alone.

"Certainly the figures are alarming, but as the writer has before pointed out, every such contretemps brings its own solution with it. Motoring in America is the modest man's sport. It belongs essentially to a class which can spend only a certain amount of money. The minute the price of gasoline touches a figure beyond the reach of the half-filled pocket-book, some one will come forward with a cheaper fuel to take the place of gasoline, or else with a carbureter that will give a mileage for a given amount of gasoline so far in excess of the distance now obtainable that the increase in price will be nullified."

MOTOR-WAGONS FOR GROCERS

Henry Farmington, writing in the *Power Wagon* of the increase in the use of motor delivery wagons by grocers and other tradesmen who supply food, asserts that the cost of living in this country "is at least \$1,200,000,000 more than it should be," and that excessive sum "is directly attributable to the present wasteful methods of handling and distributing food products." What is wanted is "greater and more direct distribution of perishable food." This would largely decrease the cost of food to the consumer. Mr. Farmington makes the following other statements:

"In the movement now going on all over the country to reduce the cost of living, the more progressive grocers are doing their share by throwing out the expensive and obsolete system of delivery by horse wagons, and are installing motors in their places.

"A careful census reveals the astonishing fact that grocers in these United States have invested upward of \$5,500,000 in motor-wagons. About 2,000 grocers operate a total of 2,800 motor-wagons, varying in carrying capacity from 300 pounds to seven tons each.

"These are distributed in forty-six States and Territories. No fewer than 328 towns appear on the list, so it will be seen that the distribution is country-wide and fully representative of American progress. Most of these grocers own and operate only one machine each, but there are several hundreds with more than one.

"One of the biggest installations is that of a progressive concern operating a chain of retail grocery stores in Philadelphia. This firm has thirty-one motor-trucks at present, and has expressed the intention of buying 200 more in the near future. The largest fleet of motor-wagons owned by one grocery company is that of a big New York chain-store grocer. This concern has thirty-five machines, valued at \$150,000. A company in Detroit, Mich., has just bought twenty-three motor-wagons, after having fully tried out machines for some time previous.

"Other grocers having installations of more than one motor-wagon include: One with fifteen machines, one with ten, three with nine, two with eight, three with seven, seven with six, eight with five, forty-one with four, eighty-three with three, and two hundred and seventy-seven with two.

"Practically all of these commenced with a single motor-wagon, and bought the rest on the showing of their first machine—some because the machine brought extra trade—which is sufficient evidence of the ability of the power wagon to 'make good' in the grocery business.

"Compared with the use of motor-trucks in the country at large, these figures are comparatively insignificant. There are about 66,000 power wagons in road-service in this country. The total investment is \$150,000,000. There are one hundred and ten concerns with an average installation of over fifty machines each, and an aggregate investment of \$15,000,000, which shows the confidence of the big business men of this country in the motor-truck idea.

"A small grocer in Chicago said he would not consider the motor-wagon for some years, until it was properly developed. But he changed his tune when told of the foregoing particulars. And he was utterly astonished when shown a list of nearly 100 grocers in Chicago who have a total of 126 machines.

"This man is typical of thousands of others, and such men, when they finally do buy motor-wagons, often make the mistake of purchasing machines wholly unsuited to their needs. The obvious way to avoid this fatal mistake is to buy machines only from manufacturers who have an established reputation.

"If a motor-truck company has been in business for several years, or if its officials are men of known reputation in the power-wagon industry, it is usually a safe bet to buy its machines especially when it can refer to a long list of satisfied customers. There is no longer the slightest reason for a grocer—or any other tradesman—for not having motor delivery. In nearly every large city there are professional motor-truck operators who lease or rent the services of machines, some by the day, week, or month, others on long-time contracts of from one to three years. And it nearly always happens that the price for such service, considering the tonnage moved and the miles covered, is much cheaper than operating horse wagons.

"Thus, if a grocer wants to try out motor delivery, he can lease from a professional. Of course, the motor-truck operator makes a profit, but then he also guarantees service, and besides he can administer a large number of machines much more cheaply in proportion than an individual concern can one or two. There is another way in which the up-to-date grocer can have the benefits of motor delivery without taking the necessary money out of his business all at one time for the purchase of machines. In many of the smaller progressive communities of this country, some of the local tradesmen have clubbed together to buy motor equipment on the cooperative plan.

"Even in so small a place as Rushville, Ill., with a population of only 2,000, the grocers are doing their delivery work with two motor-wagons on a cooperative basis."

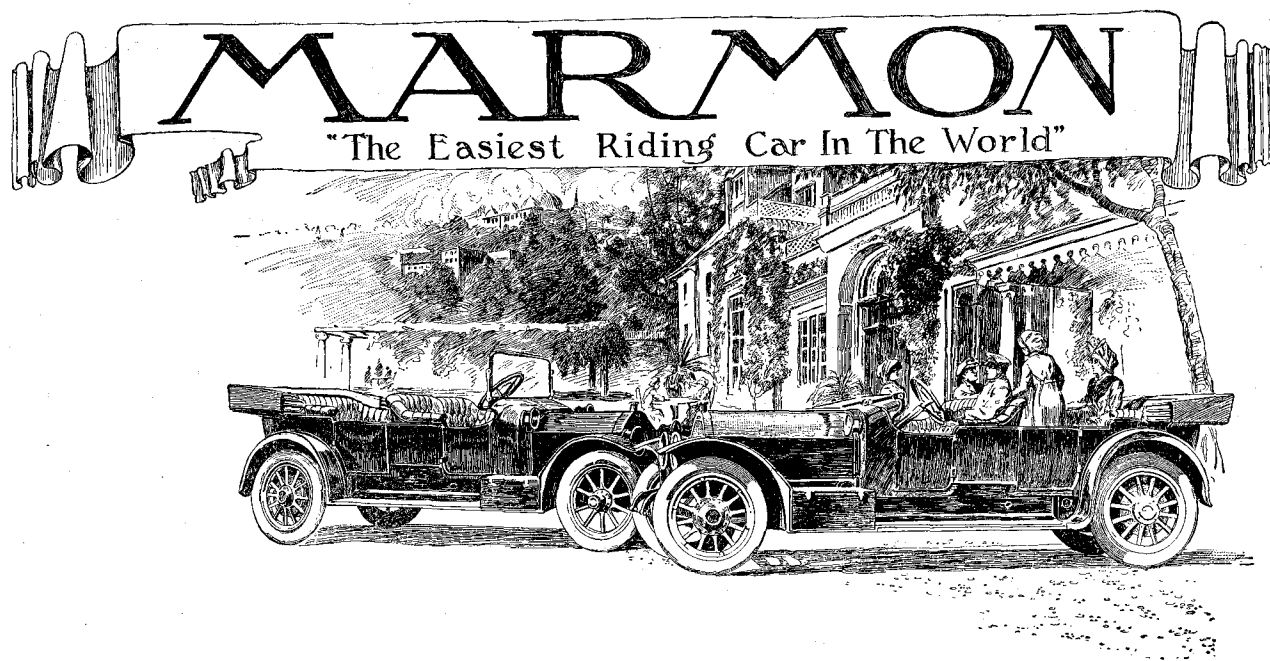
When Everything's Perfume.—A poetical old shopkeeper was always doing kind things and saying lovely ones. One spring he was having his shop repainted. He told the painter to leave a certain corner untouched for the time being; he explained that the young people at that season did all their courting there, and he didn't want them to get smudged.

"But," objected the painter, "these young folks would be fools not to know the smell of fresh paint."

"Young fellow," said the old shopkeeper, "you've never had a girl, that's plain. If you had, you'd know that when folks are in love, everything—wet paint included—smells like violets and roses." —San Francisco Argonaut.

GREAT BEAR SPRING WATER.

50c per case of 6 glass stoppered bottles



The Marmon is a fitting expression of the elegant luxury of modern life combined with the high efficiency of modern industry. Nothing that makes for comfort, convenience or beauty has been overlooked; marvelous results that make for durability, power, economy and capability have been achieved.

The reputation of the car and its makers warrants the careful consideration of every buyer who demands the best.

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The Marmon "Thirty-Two"

A sensible, logical car—a car of moderate size and capacity, meeting every requirement for touring and city use with the economy in tires, fuel and upkeep so important to the majority of motorists. Four-cylinder, 32 h. p. 120-inch wheel base, electric starting and lighting system, with body types to meet every requirement and corresponding equipment. Touring Car, \$3000, f. o. b. Indianapolis.

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Six-cylinder, 48-80 h. p., 145-inch wheel base—a large car with small car advantages, a car with short turning ability which eliminates the old objections to long wheel base—a car of wonderful and surpassing riding qualities; electric starting and lighting system, with body types to meet every requirement and corresponding equipment. Touring Car, \$5000, f. o. b. Indianapolis.

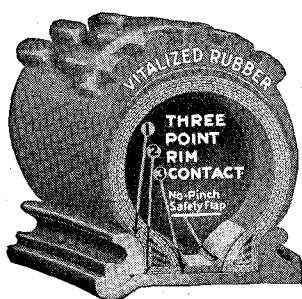
Diamond

(No Clinch)

Tires

made of Vitalized Rubber

are built with extra air-room



It's the extra air-room that does the work. The more air-room in your tires means more resiliency, and a greater ability of the tire to absorb the shock of the road, insuring more comfort for you and your passengers—*more comfort for your tires.*

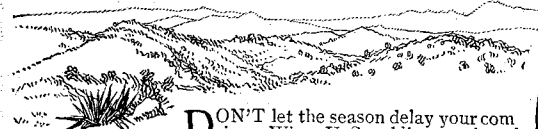
This more air-room tire does the work easily and will not strain under road usage. The extra air-room is gained for you without lessening the thickness of the tread or weakening the side walls.

You can now get Diamond (No Clinch) Tires made of Vitalized Rubber, with Perfect 3-Point Rim Contact, No-Pinch Safety Flap for inner tube protection, and, if you wish, the famous Safety (Squeegee) Tread—at any of the

25,000 Diamond Dealers
always at your Service

Silver City

New Mexico



DON'T let the season delay your coming. When U.S. soldiers are found to have tuberculosis, they are sent to this section immediately for treatment, no matter what season of the year it may be. When you find you have tuberculosis, don't wait until winter to begin your fight. Summer where you are may be as big a handicap as winter. The U. S. Government chose this section for its \$1,500,000 Sanitarium, for the reason that

the climate here is favorable for the treatment of tuberculosis all year round.

The Government's report states: "The feature which constitutes the peculiar excellence of this climate and distinguishes it from all other sections, is its relative *equability*—outdoor life is pleasant throughout the *whole* year."

The mile-high altitude has much to do with keeping summer days here pleasant and nights delightfully cool. This altitude, too, is a big help in the treatment of tuberculosis. Statistics show that altitude increases the vitality by adding to the white corpuscles and by bringing the blood pressure of a tuberculosis patient to that of a person in full health.

The environment here is beautiful—no arid desert; ground is covered with herbage and is wooded near town and heavily wooded back towards the mountains. Beautiful scenery; good roads. Silver City is a modern town of 4000 with well-stocked stores and every convenience of telephones, electric lights, good water, etc.,—reached via Santa Fe or Rock Island and Southern Pacific.

SECRETARY, 501 CHAMBER OF COMMERCE, SILVER CITY, N. M.



If you realized what a vast difference in the chances of curing tuberculosis a few months may mean, you would plan at once to enlist every aid.

Plan now to come to Silver City this summer—write today for booklet fully describing the climate, the city, and its splendidly equipped sanitariums.

DOCTORS: The question of climate is of very great importance—you do not wish to send tuberculous patients to distant resorts if as good results can be obtained nearer home. Let us submit evidence by members of your own profession about the *unquestionable* advantages of the climate here.

CURRENT POETRY

OF all the fixed forms of poetry the sonnet is the only one to enjoy general and long-continued popularity. In 1890 an attempt was made to introduce into the English language some of the highly artificial French forms. Austin Dobson, William Ernest Henley, Andrew Lang, Algernon Charles Swinburne wrote graceful ballades, villanelles, rondeaux, and triolets. But none of these forms have entered into the language. The sonnet, however, altho it has been condemned by many poets and critics—sonneteer was once a contemptuous name for a poet—retains its hold upon the affections of writers and readers of verse. The magazines of England and America print sonnets every month, and rare indeed is the volume of verse that does not contain exercises in this fascinating and difficult manner. Even *The English Review*, that ultra-radical periodical which publishes the work of John Masefield, W. W. Gibson, and William H. Davies, yields to tradition enough to print in a recent issue ten sonnets by as many different writers. It cannot be said that these poems are particularly distinguished; sameness of form and sameness of thought render them rather dull reading. Only one shows any striking beauty, and that one we quote below. Mr. Flint has expressed beautiful thoughts in beautiful phrases—" chiming in my soul like silver gongs " is admirable. The spirit of his poem is refreshingly joyous and eminently suited to the form he has selected.

Consolation

BY F. S. FLINT

What if my life be cast in barren ways,
Between brick walls, where flowers do not grow,
Where golden fields of corn wave not nor glow,
And cold unfriendly faces meet my gaze—
There still are trees in London: in the maze
Of noisy streets I meet them as I go,
Dejected and bewildered, to and fro,
And my heart leaps and with rejoicing says:
Still have I golden books where men have limned
The flowers of their spirit and its songs—
Birds singing in the branches of my mind;
And, O my love, your image is undimmed,
While chiming in my soul like silver gongs
Your voice and laughter through its silence wind.

From the sonnet let us turn to the work of a scornee of sonnets. Mr. Herbert Kauffman's "Poems" (George H. Doran Co.) are written with little regard for convention; perhaps it would be juster to say they are written in deliberate defiance of convention. When a writer has striking new thoughts to advance this capriciously free writing is sometimes justifiable. But Mr. Kauffman has no new message, nor does his enthusiasm for profanity and exclamation points lend force to his Kipling-esque didacticism. In his quieter moods he writes verse well worth reading, and the two which we print below show him at his best. His personification of Hope is well sustained, and except for the clumsy expression " muscled meat " the poem called

"Courage" is excellent. It is a little too long, perhaps, but it is effective preaching.

Hope

BY HERBERT KAUFFMAN

I heard the wails of grief and shame
When Priam's walls were wrapt in flame;
I stood within the Forum place,
When Vandal ax and Gothic mace
Battered the pride from Caesar's face;
When Plague's foul legions filled the Seine
With corpses, and bestank the plain
Of France, from Paris to Lorraine;
When Flanders fell before the siege
That made the Spanish fiend her liege;
When werewolves wrought a guillotine
For Louis and his fragile queen;
'Twas I who staged anew the scene.
'Twas I who wiped away the scars
And set the heaven with fresh stars.

Courage

BY HERBERT KAUFFMAN

'Tis not because of muscled meat
We place men in the master's seat;
We do not reckon toughened thew,
Nor breed, nor creed, nor bulk, nor hue,
The force with which the anvil rings,
Nor care how hard the hammer swings;
The might in brawn, the strength in bone,
Can never serve success, alone;
Think you 'twas Spartan steel and skill
That saved Greece from the Persian will?
Think you Horatius won the day
And held the bridge through nimble play
Of sword? Or when all Europe lay
Cringing beneath Napoleon's sway,
'Twas better guns and cannon-balls
That swept the fields and crumbled walls?
All that was splendid in every age
Was written by valor on history's page.
Giants in pigmy guise,
Prophets with groping eyes;
What matter sight or size
When men build to the skies?
What matter numbers, years,
If we disdain our fears?

Here, by a more experienced poet, is a poem that has no lesson whatever. It has, however, a charming old-fashioned sentiment and it illustrates the mysterious and enduring affinity of wild nature and the human heart. We take it from *The Independent*.

The Dittany

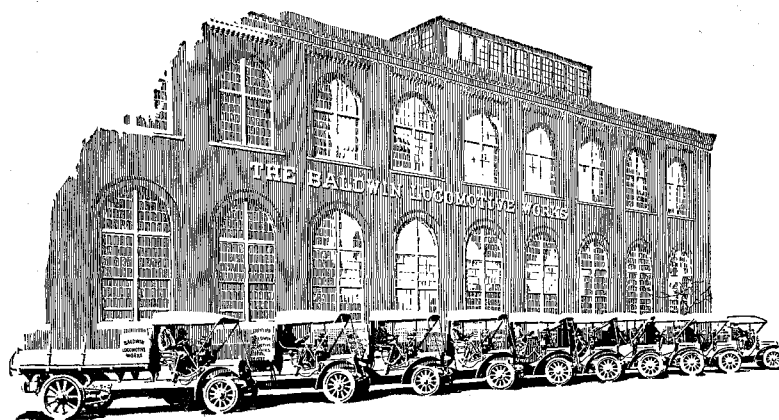
BY MADISON CAWEIN

The scent of dittany was hot.
Its smell intensified the heat;
Into his brain it seemed to beat
With memories of a day forgot,
When she walked with him through the wheat,
And noon was heavy with the heat.

Again her eyes gazed into his
With all their maiden tenderness;
Again the fragrance of her dress
Swooned on his senses; and, with bliss,
Again he felt her heart's caress
Full of a timid tenderness.

What of that spray she plucked and gave?
The spray of this wild dittany,
Whose scent brought back to memory
A something lost, beyond the grave.
He knew now what it meant, ah me!
That spray of withered dittany.

How many things he had forgot!
Far, lovely things he'd flung away.
And where was Love now? Who would say?
The dittany, whose scent was hot,
Spoke to his heart: and, old and gray,
Through the lone land he went his way.



International Motor Trucks

Proved by Years of Successful Service

Mack ^{12 years} in use Saurer ^{18 years} in use Hewitt ^{10 years} in use

4 cents per ton-mile

Ten of our trucks are owned by the Baldwin Locomotive Works, who unquestionably understand transportation machinery. During 1909-10 they bought four of our trucks—saving 33⅓% in transportation cost—then they bought the rest of the ten. Their exclusive use of our trucks proves their confidence.

These trucks are operated with full load capacity 24 hours each day, and here are the figures:

104 to 120 miles each 24 hours per truck

80,000 pounds of freight per day per truck

Two days' work for each work day; yet upkeep remains only 4 cents per ton-mile.

Each round trip, from the works at Philadelphia to Eddystone is over 26 miles.

Load—5 tons going, 5 tons on the return

2 round trips in each 12 hours

4 round trips in each 24 hours

40 tons per day per truck

This story is but half told—let us tell you the rest

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Wilson Bros

Athletic Union Suit

Licensed Under
Klosed-Krotch Patents

The perfection of summer under-wear comfort. Crotch is closed as in a pair of drawers. No edges or surplus material to draw and irritate the skin. Front and rear openings separate. Can't gap in the seat. Made of best materials. Light, airy, roomy. The only garment of this style licensed under the Klosed-Krotch patents. \$1 up. If not carried by your dealer, he can secure from us.

Other furnishings bearing the **Wilson Bros** mark of quality include Shirts, Gloves, Hosiery, Suspenders, Neckwear, Handkerchiefs, etc.

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For over half a century the name **Wilson Bros** on men's furnishings has been assurance of highest quality.

MADE BY **Wilson Bros** EXCLUSIVELY LICENSED UNDER THE Klosed-Krotch PATENTS OCT. 18-1910

This label in every garment



Martha Gilbert Dickinson Bianchi's new book "Gabrielle, and Other Poems" (Duffield & Co.) is full of musical and highly colored verse, but is lacking in variety and has some grave errors of taste. The poem which we give below is perhaps the best of the collection; its theme is trite, but the lines are beautifully made and give an impression of sincerity.

A Wanderer's Song

BY MARTHA GILBERT DICKINSON BIANCHI

Once more to see familiar stars,
Look down through friendly trees—
Once more to feel the heart of youth
With May across the seas!
Once more to see the hyacinth
Press upward through the grass,
To hear the plow-boy's tuneless song
Above the furrows pass.
In dreams the willows silver along the rising
streams,
In dreams the shining valley puts on her spring-
tide gleams!

Once more to breathe the lilac plumes
In gusts of April rain—
To linger with the violets
In a forgotten lane;
Once more to reach the low green stile
Upon whose gentle sod
Those earlier travelers said farewell—
And fared them forth to God.
In dreams the May-white trances the nights across
the sea,
In dreams the voice of Springtime is calling, call-
ing me!

I'd give the dawns of almond bloom,
The orange and the rose—
The misty olive terraces
Of shadowy repose—
I'd give the nightingale and palm
And wander-joys like these—
Just to go back to spring's old throb
And old infinities.
In dreams my heart is straying with May across
the seas,
In dreams my heart and May are one in vagrant
ecstasies!



Aymar Embury, II., Arch't., New York

This is the farm-house of the Long Island R. R. Agricultural Development Station, Medford, L. I., stained with

Cabot's Creosote Stains

and this is what the Director says about it:

"Our farm homestead has a shingled roof stained with your stain . . . moss green, while the body of the house . . . is gray. This coloring has created no end of favorable comment and many have been pleased to find it Cabot's Stain."—H. B. Fullerton, Director.

You can rely on Cabot's Stains. The colors are soft, rich and beautiful, they wear as well as the best paint and the Creosote thoroughly preserves the wood.

You can get Cabot's Stains all over the country. Send for stained wood samples and name of nearest agent.

SAMUEL CABOT, Inc., Manfg. Chemists
7 Oliver Street Boston, Mass.

—away with suspenders and belts



Adopt the only practical and hygienic way of holding your trousers up.

Suspenders are uncomfortable—ungainly—they drag—they make men stoop—they make them round shouldered—they tear off buttons.
Belts are stiff—binding—unhealthy.

WEAR
Stanford "HIP-FIT"

The "invisible" trousers supporter entirely eliminates suspenders and belts—gives perfect comfort—perfect neatness—perfect bodily freedom at all times, under all circumstances. Can't slip. Can't bind. Can't work out of adjustment. Takes all weight and pressure off the shoulders. Has elastic over hips and back—yields to every movement—pressure gentle and evenly distributed; acts as an abdominal support. Sanitary—cool—serviceable.
Thousands in use, all giving perfect satisfaction—no boy or man will wear suspenders or belts after wearing a "Hip-Fit." If your tailor or dealer cannot supply you, send waist measure taken snugly above hips under trousers, accompanied by money order for \$1, and we will promptly fill your order.

The Invisible Trousers Supporter



Satisfaction Guaranteed or Money Refunded

For men with large protruding abdomen requiring more than ordinary support, we make a combination trousers and stomach supporter. Price \$1.50.

Hip-Fit Mfg. Co.
60 F Grand St., New York
Tailors, Dealers and Side Line Salesmen are invited to write us.

Munsey's Magazine prints the following brief drama. The picture of the beach at night is splendidly drawn, and the whole poem is an excellent example of forceful condensation:

The First Tryst

BY JAMES B. KENYON

Within the whispering shadows of the night,
Where the gray dunes show wan against the sky,
And the long roller curls its yellow foam
Above half-strangled sands, he stands at gaze
His heart is sick with doubt, and painfully
His ear is bent to catch the hushed, sweet noise
Of light feet hastening toward him. Sudden fears
Clutch at his throat, while fancy, chilled and weak,
Plagues him with nameless pangs. There in the
dark
One big star burns like an unwinking eye,
Mocking his vigil. Somewhere, far away,
A dog bays maddeningly, and all his soul
Hangs on the torture of that instant when
From the dim tower the bell's first note shall boom
Its brazen signal. Hollow winds arise
Mingled of flame and frost; hope flickers low,
As falls the breathless moment; till at last
The long-awaited stroke which, ere it dies,
Shudders into a little sound of joy.
Then outstretched hands that glimmer through
the dusk,
Pale robes that flutter near, a happy cry
Quenched in a tremulous sob—and all is well!

PERSONAL GLIMPSES

THE PASSING OF THE ASTOR HOUSE

IN Boston the tearing down of an old landmark is regarded as a kind of sacrilege, but in New York nearly everything must give way to economic pressure. In the metropolis dividends are usually the first consideration, and the people who pull down old buildings excuse themselves by saying that while from a sentimental standpoint it is rather bad to see places of historic interest wiped out of existence, there is a gain of architectural beauty in the erection of modern buildings. One by one a great many New York landmarks have passed, and now we learn that the old Astor House is soon to be torn down. The old hotel has an interesting history, some of which is told in the New York *Sun*:

There are probably more history, tradition, tragedy, and comedy associated with the weather-stained, gray-stoned old Astor House than with any other old building in New York. Shortly after the Revolutionary War Rufus King, once Minister to England, had his Colonial homestead and garden on the plot where the Astor House now stands. One of his neighbors was Cornelius Roosevelt, of whom Colonel Roosevelt is a direct lineal descendant.

John Jacob Astor, the founder of the Astor family in America, bought the house and ground from King, and while he lived there entertained all the authors and scholars of the day. He bought up all of the block between Vesey and Barclay Streets, and in the early 30's decided, much to the alarm of some conservative old Knickerbockers, to erect there the finest hotel on the western continent.

The corner-stone was laid on July 4, 1834, and beneath it was buried a silver casket containing copies of the daily newspapers of the day previous, a silver tablet, and a full-length portrait of Lafayette, who was a mighty popular figure in this country even at that date.

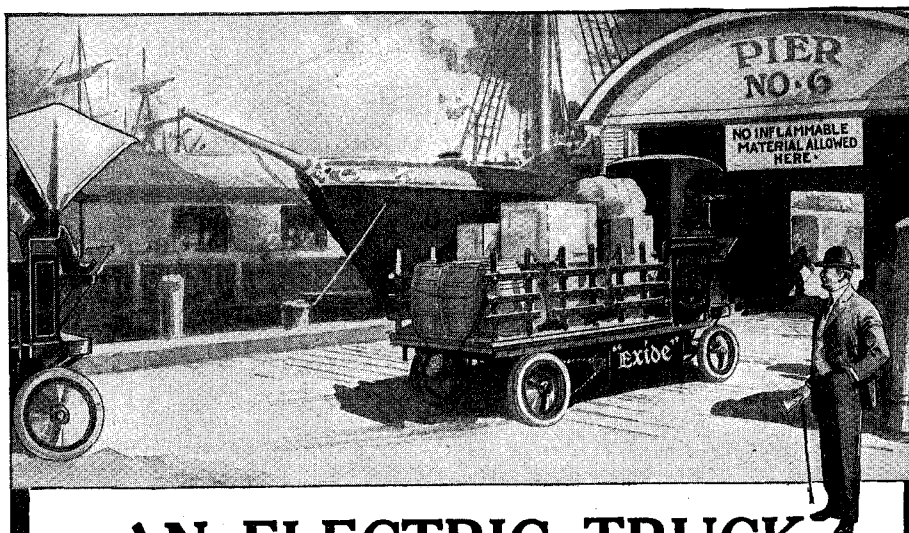
It took three years to erect the building, and the original cost was \$70,000. The opening ceremony was presided over by Mayor Cornelius W. Lawrence.

Perhaps there is no place in America where during the march of years so many celebrities from every field of endeavor have gathered. There have been murder, theft, and suicide between those grim stone walls. Some of the bitterest political campaigns of American history have been planned there.

A year after the place was opened Nathaniel Hawthorne and Charles Dickens registered there, and only a few months later Washington Irving spent several weeks there while on a visit to New York.

Every President of the United States since the Civil War excepting William H. Taft has had at least one meal in the Astor House. In the parlors upstairs the campaigns of Henry Clay, Zachary Taylor, and Winfield Scott were organized. Edgar Allan Poe, who in 1841 edited *Graham's Magazine*, dropt into the Astor House daily to pick up news.

On the Astor steps Louis Kossuth bade adieu to America, and the late King Ed-



AN ELECTRIC TRUCK Can Go Anywhere

It isn't prohibited from entering docks, warehouses or other places where fire underwriters' rules forbid inflammatory material.

This is only one of the advantages of an "Electric" truck. There are many others and business men everywhere are recognizing them, just as the large majority of electric vehicle manufacturers have recognized the superiority of

The 4 "Exide" Batteries

"Exide", "Hycap-Exide", "Tbin-Exide", "Ironclad-Exide"

Designed and perfected by the most experienced battery engineers who have carefully considered the service requirements of the "Electric."

Built by the oldest battery maker in the country in the largest plant in the country devoted exclusively to the manufacturing of storage batteries.

The worth of "Exide" batteries has been demonstrated, *proved beyond question*, in dependable service in all types of electric vehicles, under all sorts of conditions.

The people who buy the most batteries are the best judges of the best battery to use.

Whether you own—or intend purchasing—an electric pleasure car, delivery wagon or truck, it will pay you to investigate the four "Exide" Batteries.

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The seasoned motorist isn't looking for a tire that will cure all tire troubles. He knows there's no such thing. What he wants is a tire that will overcome the great, big majority of troubles, the ones that are conquered by the real rubber that goes into hand-made Kelly-Springfield tires.

KELLY-SPRINGFIELD TIRE COMPANY, 229 W. 57th St., New York
Branch offices in New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles, Cleveland, Baltimore, Seattle, Atlanta, Akron, O., Buffalo.

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BUFFALO LITHIA SPRINGS WATER

Challenges comparison with any other known mineral water in the world on its record of results.

Dr. Roberts Bartholow Professor Emeritus of Materia Medica, General Therapeutics, etc., Jefferson College, Philadelphia, said in "Practical Treatise on Materia Medica and Therapeutics," 1899, that Buffalo Lithia Water "contains well-defined traces of lithia and is alkaline. It has been used with great advantage in gouty, rheumatic and renal affections."

Dr. George Ben Johnston Richmond, Va., ex-President Southern Surgical and Gynecological Association, ex-President Medical Society of Virginia, and Professor of Gynecology and Abdominal Surgery, Medical College of Virginia, says: "When lithia is indicated, I prescribe Buffalo Lithia Water in preference to the salts of lithia, because it is therapeutically superior to laboratory preparations of lithia, lithia tablets, etc."

Edward M. Eidherr, M.D., Ph.D., Ch.D., Ph.G. University of Vienna, Chicago, Ill., declares: "I have found Buffalo Lithia Water of undoubted service in the treatment of Uric Acid Gravel, Chronic Rheumatism and Gout."

Voluminous Medical Testimony on request. For sale by the general drug and mineral water trade.

**BUFFALO LITHIA SPRINGS
WATER CO. BUFFALO LITHIA
SPRINGS, VIRGINIA**

ward, then Prince of Wales, with the Grand Duke Alexis, bowed from those steps to the crowds. Thackeray passed in and out of the hotel entrance, and down those steps P. T. Barnum escorted Jenny Lind to her coach, and Macready followed.

The old registers, preserved through the generations, show the names of about all the leading figures in American history of the time. The signature of Fenimore Cooper is there, as are those of Lydia Maria Child, Margaret Fuller, Peter Parley, John Burroughs, Fitz-James O'Brien, and George Arnold.

Walt Whitman used to sit by the hour on the Astor House stoop basking himself in the sun. Andrew Jackson was a regular guest. Fanny Elssler, the dancer, who seventy years ago introduced "La Tarentelle," was a familiar figure in the house.

In the old ballroom many of the finest social events of New York life were held.

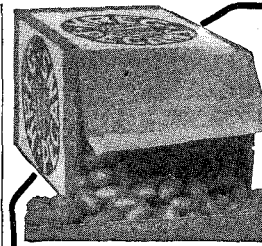
HE "MADE" FLORIDA

WHEN Henry M. Flagler, famous for his work in developing the resources of Florida, was fourteen he left the home of his father, a poor Presbyterian minister, in a village in Ontario County, New York, and went to a little town in Ohio, where he was glad to take a job as clerk in a general store at five dollars a week. When he died the other day at West Palm Beach he was rated as one of the ten or twelve richest men in the country. The tangible compensations for weighing coffee and sugar, measuring calico, and cranking molasses faucets did not enable young Flagler to enjoy many popular pleasures, but his experiences behind the counter gave him the foundation for his business education. While there he acquired a sense of commercial values and learned the rudiments of business. The story of his success in the oil business and later as a railroad builder is told in the New York Tribune:

In that store Mr. Flagler learned a great deal. In the cellar there was a keg of brandy, which was a veritable magician's keg. In the neighborhood there were three separate communities—English, Germans, and Pennsylvania Dutch. Out of that little keg the English bought brandy at \$4 a gallon, the Germans paid \$1.50 a gallon, and the spirits were sold to the Pennsylvania Dutch for what the clerks or the proprietor could get. "That keg taught me to inquire into the merits of everything offered for sale," said Mr. Flagler, in telling the story.

The young clerk worked hard and saved his money, but he never earned more than \$400 a year while he was employed by others. Flagler continued to save, and when he had accumulated a little money he moved to Bellevue, a small place in the next county, and went into the grain business. John D. Rockefeller was then a grain and produce commission merchant in Cleveland and Flagler made consignments to him.

Flagler started a distillery—he always explained that the business was considered



KREG PECANS

Selected Paper-Shell Pecans

Not the ordinary, little, brown nuts you buy at the store, but large, thin-shelled, easily-cracked nuts, filled with delicious golden goodies.

Don't buy meats during the hot summer months. Kreg Pecans used in soups, salads, cakes, macaroons, icings, ice creams, garnishing, and almost every form of dessert will provide more nourishment and are altogether more palatable and healthful.

You Can Buy Only By Mail

The supply is limited, as our orchards in Georgia are not yet in full bearing. We are offering these nuts now simply to introduce them, and this is probably the first opportunity you have ever had to secure them, as their commercial sale has been largely confined to a few fancy grocers in the larger cities, at decidedly fancy prices. We have only 200 of the 5-lb. packages to offer. We could readily dispose of these to planters and nurserymen, but as we expect to handle a big crop next fall, we want to begin to establish our trade.

We are including with each initial shipment an attractive table nut cracker. While the nuts may be readily cracked in the hand, the cracker brings forth the kernel whole and clean.

Orders will be filled as received. Send \$5 by Postal Money Order, Draft, or Check for 5-lb. package delivered by Parcel Post, prepaid. If our supply is exhausted before we reach your order, money will be refunded.

References—First National Bank and Northern Central Trust Company, of Williamsport, Penna.

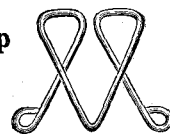
No shipment of less than 5 lbs. will be made. Order to-day. Send 25c for sample package.

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Double Grip

NEAT AND
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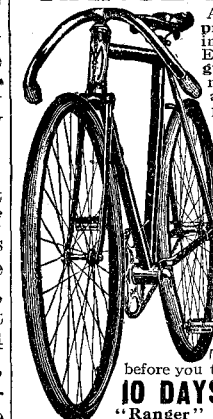
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Cornell Sectional Cottages, Garages Churches, School-Houses, etc. Built in sections, and are quickly erected by bolting sections together. Skilled labor is not necessary, as sections are numbered. Built of first-class material. Buildings are as durable as if built on the ground. We build houses to meet every need. We pay freight. Art catalog for 4c stamps.
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Are equipped with **puncture-proof tires**, imported **roller chains**, imported **English flanged sprockets**, **English featherweight steel mud guards**, imported **Brampton pedals**, **motor style saddles**, **bars and grips**, and other distinctive features possessed by no other bicycle. No effort or expense has been spared to make the "Ranger" the **World's Best Bicycle**. Improved factory methods and greatly increased output for 1913 enable us to make a **marvelous new price offer**. Something very special to the first purchasers of 1913 models in each town. Write us today.

WE SHIP ON APPROVAL without a cent in advance, to any person, anywhere in the United States, and **prepay the freight**. We only ask you to examine and try the "Ranger" **without a cent expense to yourself** before you think of buying any other bicycle.

10 DAYS' FREE TRIAL is allowed on every "Ranger" bicycle. Not a cent cost to you if you do not wish to keep it after riding it for 10 days and putting it to every test. Our "Ranger" bicycles are of such high quality, handsome appearance and low price that we are willing to ship to you, **prepaid**, for your examination and trial, and leave it entirely to you whether you wish to keep it or not.

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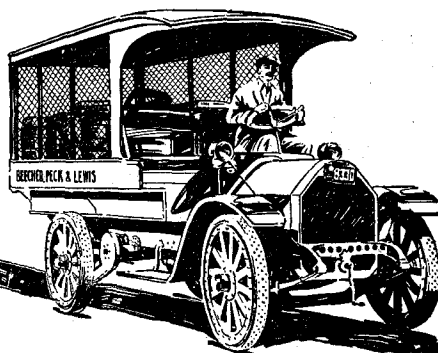
thoroughly respectable in those days and that he gave it up because of his religious scruples. He made about \$50,000 in Bellevue, and went to Saginaw, Mich., where he entered the salt trade. In three years he lost his money and owed about \$50,000. He managed to borrow enough to pay his debts and went to Cleveland, where he started in the grain commission business. That was in the 60's. John D. Rockefeller, his brother William, and Samuel Andrews, an Englishman, had started an oil refinery at Cleveland, and when it was decided to build a second refinery, Flagler borrowed \$100,000 from Stephen Harkness, who was related to him by marriage, and Flagler became a member of the firm of Rockefeller, Andrews & Flagler. The business developed rapidly, and in 1870 the partnership was closed and the Standard Oil Company was formed.

The company was capitalized at \$1,000,000 at first, but when the concerns of Lockhart, Frew & Co., of Philadelphia, and Charles Pratt & Co., were bought, the capital stock was increased to \$3,500,000, and then to \$70,000,000. Mr. Flagler was one of the main factors in the development of the vast oil industry, which later was considered a menace to business and which was dissolved by the United States Supreme Court. Mr. Flagler always maintained that there was no "freezing-out" process in the building up of the Standard Oil Company, and that the men who demanded cash instead of stock when they sold their refineries were the ones who cried loudest against the Oil Trust.

The State of Florida owes to Henry M. Flagler more than to any other man the rapid development that it has enjoyed since the latter part of the last century. A few Northerners seeking relief from the rigors of winter had gone there from time to time after the close of the Civil War, and there were a few small hotels. In the late 80's Flagler saw that the country could be developed, and he set about to do it. He built at St. Augustine the Ponce de Leon and the Alcazar hotels and increased the railroad facilities. The new hotels were then considered the finest in the world, and since they were opened there have been few to excel them, even in the great cities. He built other hotels and the Florida East Coast Railroad, and finally constructed the extension of that railroad from the mainland over the keys to Key West.

Key West, the southern terminal, is the most southern city in the United States, and by way of the Florida Keys is 106 miles from the mainland. The project to construct a railroad across these keys was smiled at at first, and it was not decided upon definitely until after years of careful study. Nearly six miles of the wonderful railroad are constructed on concrete arches that span the deep water between Long Key and Conch Key. The completion of the road brought Havana within ninety miles of railroad transportation to any part of the United States.

Flagler's work in Florida was recently referred to as follows: "It is to be doubted whether mere figures can give an adequate idea of the magnitude of Flagler's work. He has spent \$41,000,000 in Florida—that is, his investment in incorporated enterprise amounts to that, divided roughly as follows: Eighteen million dollars in the old railroads, including the development of



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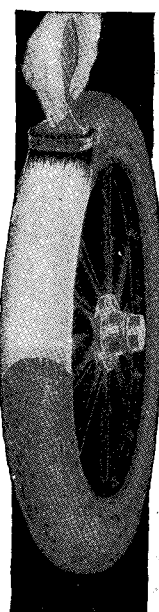
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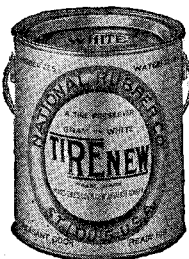
a liquid, unvulcanized, rubber compound that will not crack, rub or wash off. Waterproofs the surface of the tires, protecting the rubber from the deteriorating effects of light, air and oil, and soaks into cuts and cracks protecting the inner fabric from decay caused by oil and moisture.

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towns; \$10,000,000 in the Key West extension; \$12,000,000 in hotels, and \$1,000,000 in steamboat and outside enterprises. This sum does not include his charities, churches, and divers donations, for neither he nor any one else has kept the figures. The value of the taxable property in the counties exclusively reached by the Flagler roads has increased over \$50,000,000 since he began. And there are to-day only about 25,000 acres under cultivation for fruit and vegetables out of a total of about 3,500,000 acres now available for such cultivation. Flagler has "made" the East Coast of Florida.

HOW EVERS GOT HIS START

IN the spring of 1902 the "Cuban Giants" were billed to play an exhibition game at Troy, and the local club's short-stop, a boy named Pugh, failed to turn up. Manager "Lew" Bacon, finding himself "in a hole" for an infielder, asked if John Evers was in the grand-stand, and, as luck would have it, John happened to be "Johnny-on-the-Spot." If Evers had been absent that afternoon, maybe he would still be working in a collar factory, where he was employed at the time he broke into professional baseball. As it was, he gave a creditable account of himself, and Bacon had him play in several other exhibition games before the regular league season began. Pugh arrived the day before the opening game, and Evers was sent to right field, but the future "King of the Keystone Base" was not destined to stay in the outfield. Pugh did not play very well, and Evers was made the regular short-stop. The new manager of the Chicago Cubs tells his own story in an interview with a New York Evening Telegram reporter:

So that it may be understood that it was not a sort of haphazard guess on the part of Bacon in asking me to play, it is necessary for me to explain that previously I had been playing semiprofessional ball in and near Troy on Sundays.

I was the manager, captain, and financial backer of a team of youngsters. Some of them I paid as much as fifty cents a game, but the average salary was a quarter, which I paid out of my own pocket, and which, incidentally, used to keep me pretty nearly "broke," for I never made any money out of it.

During 1901 my team won the championship of a small league that we were connected with, and in the autumn when the local boys who had positions with minor and major league clubs returned home they formed a team to play us.

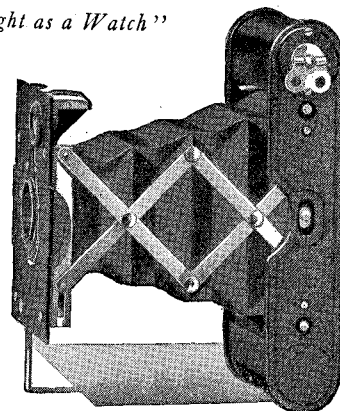
In that game I played third base, short-stop, and pitcher, and somehow or other we won. Bacon offered me a contract then, but I declined.

I never thought very much of my ability as a player. I was wanting in confidence and feared that I wouldn't make good. That was my real reason for declining.

It was funny the way I attracted the attention of "Tom" Seeley, then the manager of the Chicago Cubs.

There was a short right-field fence in Troy and on the other side was the river. I made so many home runs over that fence

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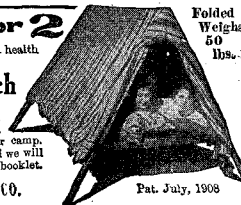
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that I was regarded as a sort of "demon slugger." If I remember correctly I made something like twenty-two homers. After I left they limited hits over the fence to two bases.

Seeley purchased me from Troy before the completion of my first season in professional ball.

I joined the Cubs in Philadelphia on Labor Day, 1902. A big parade was in progress and I could not break my way through the line of march. I tried a dozen times at different points, but each time was waved back by a policeman.

As a result it was late when I arrived at the hotel. The Cubs and Phillies had decided to play two games in the afternoon instead of one in the morning and one in the afternoon.

I remember as well as if it was yesterday that it was fifteen minutes to one o'clock when I arrived at the hotel. The first game was to be called at one-thirty.

Seeley met me. He informed me that it was so near game time, that I had better not eat anything, because he wanted me to play that afternoon. He suggested, however, that it would be a good thing for me to snatch a fifteen-minute nap until he found a uniform for me. In those days we drest at the hotel and rode to the ball park in a "bus."

Of course sleep was out of the question. It seemed like an age to me before a boy finally brought me a uniform. The only one available was old "Bill" Lange's. He was about as big as Ed. Reulbach, taking a fifty shirt, or something like that, and at the time I broke in I weighed exactly 105 pounds. It was like a Chinese puzzle for me to make the thing fit so that I would be presentable.

After a prolonged tussle I finally succeeded. When I was ready to start all the other players had been sitting in the bus for some minutes waiting for me. As I climbed up the rear steps I heard them remark: "Pulling the John Ward already." It was some time later that I learned that "the John Ward" was an epithet applied to all those who were late. It seems that Ward was seldom on time for the bus ride to the ball parks.

As I climbed aboard "Jack" Taylor, the pitcher, looked me over very carefully and cut me to the quick with, "He'll leave in a box car to-night." He meant that I wouldn't do at all. Some years later, I must admit, it gave me great pleasure to still be with the Chicago club when Taylor was released, and I refreshed his memory by remarking: "Well, I'm still here, 'Jack,' and I see you're getting the gate."

That first day in Philadelphia I played short-stop. I had a bad day, but Seeley wanted to see more of me in action, and the following day played me at second. I have been there ever since.

As a usual thing managers like to sign ball-players who have some weight. I can truthfully say that I have yet to see the day when I cared to be any heavier than I am now. The lack of weight has never been a handicap to me. In fact, I think it has helped me in my work at second to a marked degree.

Second base calls for a lot of agility, possibly more so than any other position on a team, and yet it requires very little blocking. You see, when a second baseman takes the throw from the catcher to



The second of the Hupmobile week-ends

The Patriarch of the Pool

He came with a rush out of the deep shadow of the pool, where the dead pine overhangs the bank—that old patriarch of the trout-tribe—and nailed the fly on your first cast. You knew he was there—you had dreamed all winter that he was there. And "The Missus"—who loves the wilderness as you love it—ran back to the Hupmobile for the net.

The dawn of that May morning had found you well out of the smoky city. Over the fragrant pine ridges and along the old "tote-road" the Hupmobile had whirled you.

* * *

The whip-poor-will pitches his monotonous chant as the shadows lengthen. Trout-filled creels are tumbled into the car. Back over the old "tote-road" the Hupmobile flies with you. Once the wild little people of your trout stream were a railroad journey away from you and your city home. The Hupmobile has brought them very close. You and yours are led back to nature in "The Car of the American Family."

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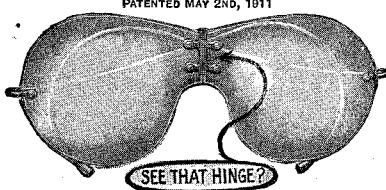
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retire a runner attempting to steal the second baseman seldom if ever has to block the runner. He is running in the same direction as the runner, and it is a question of getting the ball and tagging the runner with it.

On the other hand, a short-stop and a third baseman have to block almost continually. The short-stop comes over from his position to take the throw, and the third baseman does not have to run nearly so far to get to his bag as a second baseman does, and therefore has to block the runner quite frequently.

DEFYING THE CANADIAN MOUNTED

THE Canadian Mounted Police, famous for their work in suppressing lawlessness in the sparsely settled regions of the Northwest, have many daring exploits to their credit, but they probably never clashed with a more troublesome desperado than Oscar Fonberg, a half-crazy homesteader in the backwoods of Alberta. Fonberg did not kill as many men as some other "bad" men who have defied the Mounted, but he gave his pursuers all the thrills that could be expected from one person. The solitude of the wilderness preyed upon Fonberg's mind, and he became the victim of a single delusion, which was the indirect cause of his clash with the officers. Francis J. Dickie, writing in the Canadian *Courier*, tells the story:

Obsessed with the idea that their shack stood on the site of a valuable silver mine, Oscar Fonberg and his brother Swan converted the building into a miniature fortress. Built into a hillside, and loop-holed like a Hudson Bay post of old and filled with high-powered rifles and a large stock of ammunition, the building overlooked and commanded a sweeping view of the whole valley. And here these two men lived for almost two years allowing no one to approach them. For the past six months they have been the terror of Ross Creek country, a territory lying in central Alberta near to Grassy Lake and about 20 miles due north from the town of Tofield on the main line of the Grand Trunk Pacific Railway thirty miles east of Edmonton.

On Sunday, April 20th, a Ruthenian homesteader named Antonik was fired upon when he passed near to the home of the Fonbergs. He next day reported the matter to Officer Tetley, in charge of the post at Tofield.

On Tuesday, April 22d, Tetley, armed with a warrant for the apprehension of the two Fonbergs on a charge of suspected insanity, went out to the Ross Creek homestead, but on approaching the place was greeted with a volley of shots. Seeing the uselessness of, single-handed, attacking two adversaries so powerfully entrenched, he returned to Tofield and wired to Commissioner Cuthbert, at the district headquarters, Edmonton. Detective Max Bailey, an old member of the force, and Officers Stead and Whitley were dispatched to the scene by the Commissioner.

Joining Tetley at Tofield the four men made their way back to the Fonbergs'

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stronghold, arriving late in the afternoon of April 23d. Approaching the dugout from over the ridge to within parleying distance, the police demanded the surrender of the inmates. From within the shack a voice ordered them away.

Crawling down the side hill, the Mounted Police attempted to fire the shack by rolling bales of burning hay upon the roof and, then deploying to the left, the four officers spread out and rushed the place.

Dashing across the open space Detective Bailey reached safely to within fifteen feet of the door when one of the hail of bullets which poured from the hut struck him in the mouth, killing him instantly. Whitley, seeing his companion fall, turned from this rush on the shack and picked his fallen brother officer in his arms, not then knowing whether life was extinct. A second later a bullet plowed through his thigh, bringing him to the ground. Wounded and still under fire in the open as he was, Whitley still attempted to lift the fallen man, but was unable to carry the body to the shelter of the near-by scrub. The two other officers, Stead and Tetley, gaining the protection of the scrub, carried Whitley to the rig in which they had come, and the driver started off across twenty miles of rough prairie roads to the town of Tofield, while the other two men remained crouched in the scrub to guard against the escape of the inmates of the shack.

When the wounded man arrived in Tofield wires were sent to Edmonton and the Mounted Police Barracks at Fort Saskatchewan for more men, and four officers the same night left the fort and were followed by a reinforcement of four officers from the district headquarters at Edmonton.

In the meantime back in the lonely ravine of Ross Creek the two Mounted Police, under cover of the gathering darkness, crept up and recovered the body of Bailey and dragged it out of fire range. Not a sound had issued from the hut since the encounter of the late afternoon, and, gaining courage, the two men rushed the shack, reached the door, and burst in, only to find the place deserted and empty. In spite of the fact that neither of them had taken his eyes off the place, the quarry had escaped into the night. A short time later, reinforced by nine more of the Mounted Police and a specially sworn-in posse of citizens from Tofield, a thorough search of the surrounding country was made but without avail.

Meanwhile it was learned that Swan Fonberg was employed at a brick-yard in Edmonton, and that the fight given the police was the work of only one man. The police had been under the impression that two men had done the firing, as the rapidity with which bullets had come from the dugout indicated that there must have been two men there, if not more. To conclude:

At 3 o'clock on the morning of April 25th, Mike Rechic, a Russian homesteader, living three miles from the Fonbergs' shack, was awakened by a feeble knocking at his door. He rose and was startled as he saw the shadow of a man in the gloom of the half-opened doorway and the next minute heard the newcomer fall.

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ADD to any business an efficient system, man the working organization from top to bottom with efficient members and economy is inevitable.

Efficiency eliminates waste. Economy is the sequel.

Under the Hoggson Single Contract Building Method, all the parts of a building operation dovetail like the cogs in a great machine.

Design, engineering, construction, decoration, furnishing, and all other factors entering into a building operation are united under one responsible, centralized control. Waste motion is obviated and continuous harmony in aim and action is maintained.

Result: Economy to a degree never before reached in building operations.

We effect direct economies by

1. Preparation of each operation to the point of *finality*, before construction is begun. The owner knows every detail of the appearance, arrangement, materials, equipment, furnishing and decoration of his building before he is committed to proceed with its construction. The progress of the work is scheduled from excavations to occupancy. He knows the limit of cost and the limit of our profit. Not until he is satisfied in all matters, does he say "Go ahead."

He has made a long step toward economy by effectively barring "extras."

2. By purchasing all materials on the most advantageous terms, securing lowest prices through our large buying power; placing all orders for mate-

rials well in advance of their requirement, insuring specified quality and deliveries when wanted.

3. By giving the operation such careful, incessant superintendence that faulty work, wasteful effort and misunderstandings are eliminated, and the progress of the operation is held systematically to the original schedule of performance.

4. By limiting our profit on the entire work to the percentage named in the contract.

5. By reducing the number of subcontracts, therefore reducing multiplication of profits.

NOTE:—We do a greater proportion of the work required in a building operation with our own employees, than any other building organization in this country.

We effect indirect economies

1. By completing the work on time, thereby keeping the carrying burden at the minimum; saving the owner from prolonged payment of

rentals elsewhere, and from loss of rentals from the new building.

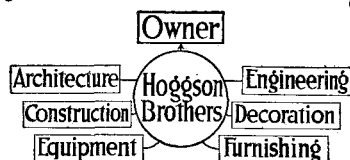
2. By conducting the work of construction so efficiently that the owner's full time, thought and energy may be devoted to his regular business, without the least sacrifice of his interests in the new building.

3. By saving those totally wasted costs of the competitive method of building that are due to the rejection of nine out of every ten sets of plans and sixteen out of every seventeen contractors' estimates. (It is admitted generally that the expense of preparing these rejected plans and estimates, adds approximately 10% to the cost of the average building erected by the competitive method.)

THE Hoggson Single Contract does not mean any surrender of your rights, tastes, privileges, or opinions as owner. It simply means placing upon one financially sound and competent firm those responsibilities, cares and technical problems which, through lack of time or experience, you prefer not to assume.

In spirit, the contract we sign with you is one of equity. In letter, it specifically covers by guarantee (with a bond if you wish it) every essential of your undertaking.

If you are interested in economy for important building operations—Office Buildings, Banks, Residences, Clubs, Churches, Libraries—there is much to gain by an investigation of the Hoggson Single Contract Method of Building. Shall we send you a book describing it? May we call?



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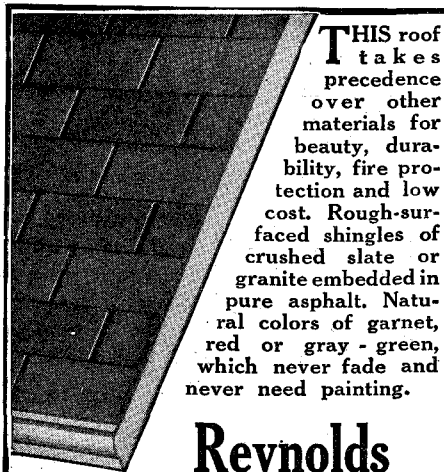
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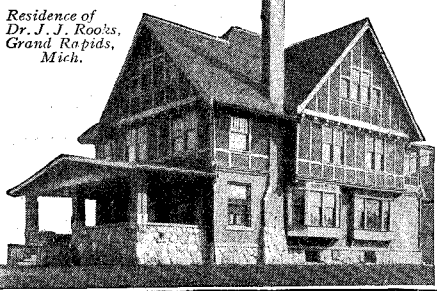
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His clothes, tattered and torn, leaving one knee entirely bare from a long crawl through rough underbrush, Fonberg lay utterly exhausted at the door of the Russian homesteader's shack. One arm had been smashed with a bullet from the attacking party, and another had penetrated underneath his left armpit, passing clear through the outer wall of the chest. Yet badly wounded as he had been and with the blood flowing fast from two bullet wounds, the man had crept through a cordon of armed men, some of whom at one time or another must have been within a few yards of him, showing him to be a master-hand in the art of woodcraft. And even hurt as he was he dragged his rifle with him.

All unknowing of the great fight which had taken place so close to him the Russian, Rechie, took the man in and revived him with brandy and roughly drest the wounds. Fonberg quickly recovered some of his almost spent strength and requested to be driven to Chipman, a small way-station on the Canadian Northern Railway about forty miles across country from Tofield and fifteen miles from the scene of the fight. Fonberg paid the man five dollars, and in the early dawn they started out in a team-drawn buggy.

They were jogging along within three miles of Chipman when they were met by Constable McPhail, of the Mounted Police, and a newspaper man from the staff of the Edmonton *Bulletin*, who were on their way to join the searching posse. The boy who was driving the Mounted Policeman and the newspaper man recognized Fonberg as the two rigs approached each other.

Slouched far down in the seat and almost unconscious, the outlaw who a short few hours ago had given battle to a whole squad of police was no longer terrible. His rifle, which he had carried painfully across the miles of prairie before he reached the Russian's shack, had been left behind there and he was easily taken by McPhail and his companion, and the rigs returned to Chipman.

Alike After All.—A stunning specimen of the Princeton Tiger was fondly holding the hand of the pretty little Vassar lass, and at last he approached the leading subject courageously. "I have carefully studied the matter from the scientific point of view, and am thoroughly convinced that we are fitted one for the other."

"Please explain yourself," said she, looking up at him with her large, bright eyes.

"It is simply this," he continued, "according to science, which is the only way to approach the subject. You see, you are light and I am dark. You are short and I am tall. You are small and I am large and powerful. You are sprightly, vivacious; I am somewhat sober and phlegmatic. In short, we are opposites, and opposites should marry."

"Yes," she replied; "but there are exceptions to all such rules, and I know of one in this case that is sufficient. I cannot marry you."

"In what respect is this exception made?" he demanded excitedly.

"You see," she smiled up at him again, "you are like me in this: I could never earn my own living."—*New York Tribune.*

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THE SPICE OF LIFE

Cooperation.—MADGE—"Who helped you make such a fool out of that poor young man?"

MARJORIE—"He did."—*Judge.*

Never Even Tepid.—"Have you hot water in your house?"

"Have I? My dear boy, I am never out of it."—*Baltimore American.*

Unfit.—SHE—"Why do you work so hard?"

HE—"I am too nervous to steal."—*Cornell Widow.*

A Sign.—Tillie Clinger says that the only reason she has for suspecting her new landlady is a suffragette is because she arsons the biscuits about half the time.—*Dallas News.*

Delicate Hint.—BALLADIST—"Don't you think if I'd cut out one of my four songs it would improve my act?"

STAGE-MANAGER—"Yes, about twenty-five per cent."—*Brooklyn Life.*

Slowing Down.—The train that comes into Tickville every week will soon begin to run late, as the blackberry vines along the right-of-way are showing signs of a large crop.—*Paducah Hogwallow Kentuckian.*

Her Reward.—GOODFELLOW (with newspaper)—"Here's an old bachelor in Ohio died and left all his money to the woman who rejected him."

CYNICUS—"And yet they say there is no gratitude in the world."—*Boston Transcript.*

Dodging Promotion.—There is a chafing period for every college girl; but when the time comes for the promotion to the higher position hard by a grand square cooking-stove, most of the graduates prefer to toot the alarm-whistle on a limousine.—*Dallas News.*

Reassuring.—OLD GOTROX (savagely)—"So you want to marry my daughter, do you? Do you think two can live as cheaply as one?"

YOUNG SOFTLY (slightly embarrassed)—"I—I hardly think you will notice any difference, sir."—*Puck.*

Try It.—CRITIC—"The heroine of your story, old man, is simply wonderful."

AUTHOR (delightedly)—"You think so?"

CRITIC—"Yes. You say on page ten that she hissed, 'You are a liar!' and any woman who can hiss such a sentence as that can't help being wonderful."—*Boston Transcript.*

Ah, a Clue!—Sherlock Holmes glanced round the room. The pictures were torn into shreds—the chairs were broken—the table lying on the top of the piano. A great splash of blood was on the carpet.

"Some one has been here," he commented with wonderful insight.—*Brooklyn Life.*

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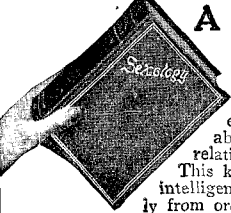
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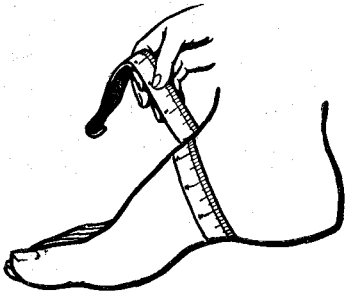
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Their Weakness.—Some men are great successes in making money, but terrible failures in selecting ways to spend it.—*Washington Star.*

Indifferent.—LANDLADY—"Will you take tea or coffee?"
BOARDER—"Whichever you call it."
—*London Opinion.*

Pa's Agony.—LITTLE MINNIE—"Oh, mama, what's that dreadful noise?"
MAMA—"Hush, darling, papa's trying to save the price of a shave."—*Puck.*

Wobbly.—"What is your attitude on the tariff?"
"Something," replied Senator Sorghum, "like that of a man who is walking a tight rope."—*Washington Star.*

A Botch Job.—SON OF THE HOUSE (to caller)—"I wanted to see you 'cos father says you made yourself."

CALLER—"Yes, my lad, and I'm proud of it."

SON OF THE HOUSE—"B-but why did you do it like that?"—*Punch.*

One.—TROTTER—"While I was in England I met one nobleman who actually believed in the abolition of the House of Lords."

BLOTTER—"Did you, really?"
TROTTER—"Yes. He said it was such a nuisance to go there."—*Puck.*

Going Some.—MEDIUM—"Ah! I have a message from the person you wanted. He says he is very happy, and has met Napoleon, Washington, Caesar, Mark Twain, and Lydia Pinkham."

JONES—"Gee! but he's a hustler! He only died an hour ago."—*Judge.*

Unintentional Humor.—At the last meeting of the Maine Laundrymen's Association a motion was made and carried that a fine be imposed on any member making use of the word "mangle" because of the impression it was liable to make on the uninitiated.—*Manufacturers' News.*

No Hedger.—"Say, boss, can I get off this afternoon about half-past two?"

"Whose funeral is it to be this time, James?"

"Well, to be honest, boss, the way the morning papers have it doped out it looks like it's going to be the home team's again."—*St. Louis Republic.*

Refined Punishment.—The golf bug's soul came back from a little range around Satan's preserve with a smile as wide as the Amazon River.

"I say," it exclaimed. "I don't call this much of a hell. They have the finest golf course out there I ever saw in my life."

A droll-looking old soul who was sitting on the safety-valve looked up.

"But did you see anybody playing on it?" he asked. "No," the newcomer admitted. "I didn't." The old-timer chuckled. "That's it," he said. "He won't let anybody play on it."—*Cleveland Leader.*

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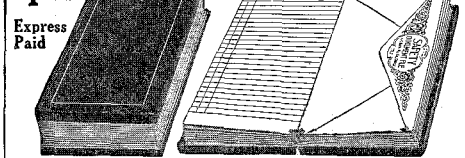
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CURRENT EVENTS

Foreign

May 16.—Charges of conspiracy, usurpation, and assassination are made against Provisional President Huerta in the Mexican Parliament, and his impeachment is asked.

May 17.—Domingo Rosillo, a Cuban aviator, flies from Key West to Havana.

May 18.—Speakers at a peace rally in Tokyo denounce jingoism and predict an amicable settlement of the controversy with the United States over the California land-ownership question.

The Italian Parliament passes an act providing for an exhibition at the Panama-Pacific Exposition at San Francisco.

May 20.—Gen. Mario G. Menocal is inaugurated President of Cuba.

Vienna dispatches say Essad Pasha, commander of the Turkish garrison during the siege of Scutari, is slain at Tirana as a result of a vendetta.

Domestic

WASHINGTON

May 16.—The Senate, 41 to 36, refuses to instruct the Finance Committee to open its doors to representatives of industries for the purpose of enabling them to present protests against rates contained in the Underwood Tariff Bill.

May 19.—Secretary of State Bryan replies to the protest of Japan against the final enactment of the California Alien Land Ownership Law.

A commission of army engineers, in a report filed with Secretary of War Garrison, put the blame for the Ohio floods on artificial contraction of waterways.

May 20.—The American Manufacturers' Association, an organization opposed to trade unionism, asks President Wilson to veto the Sundry Civil Appropriation Bill because of the "rider" which practically exempts labor unions and farmers' cooperative marketing organizations from prosecution under the Sherman Antitrust Law.

The Senate confirms the nominations of George W. Guthrie, of Pennsylvania, as Ambassador to Japan; John Purroy Mitchel, as Collector of the Port of New York; G. M. Saltzgaber, as Commissioner of Pensions, and Albert Lee Thurston, as Solicitor of the Department of Commerce.

May 21.—Secretary of the Navy Daniels says the armor-plate bids are not made in good faith.

GENERAL

May 15.—Serious slides in the Culebra cut at Panama are reported in official dispatches to Washington.

May 16.—Bishop W. C. Doane, of Albany, dies in New York City.

A concern headed by Norman Hapgood buys *Harper's Weekly*.

Governor Hunt, of Arizona, signs an alien land bill passed by the legislature.

May 17.—Alexander Scott, Socialist editor, of Passaic, N. J., is arrested and locked up on a charge of advocating hostility to the Paterson police authorities in connection with the silk workers' strike.

Fifteen lose their lives in an explosion in a coal mine at Belle Valley, Ohio.

May 19.—Governor Johnson, of California, signs the Alien Land Ownership Bill.

William M. Wood, president of the American Woolen Company; Frederic E. Attlaux, of the Daniel Attlaux Mills Supply Company, and J. Collins, of Cambridge, Mass., are placed on trial in Boston on the charge of conspiracy to plant dynamite in Lawrence, Mass., during the textile strike there in 1912.

Dr. David Starr Jordan resigns as president of the Leland Stanford, Jr., University. He will be made chancellor of the institution.

Governor Sulzer, of New York, opens his direct-nomination campaign at Buffalo.

The street-railway strikers in Cincinnati return to work pending a settlement of the differences by arbitration.

May 20.—Governor Tener, of Pennsylvania, signs a bill making Bible reading compulsory in the public schools.

The Government's suit to dissolve the United Shoe Machinery Company begins at Boston. Henry M. Flagler, oil and railway magnate, dies.

The Wisconsin Railroad Commission orders a 20 per cent. reduction of express rates within the State.



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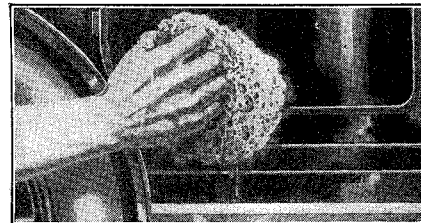
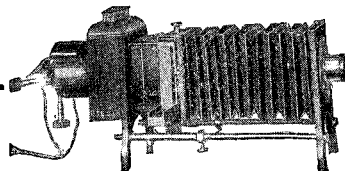
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INVESTMENTS AND FINANCE

CAUSES OF THE DECLINES IN SECURITY PRICES

THE decline in prices for stock-exchange securities during the spring months of this year has been attributed to various causes. It has affected not only securities of the highest grade, but those intrinsically of low grade. The level reached has been the lowest for many months. John Moody, in his *Magazine*, finds the causes were general as well as specific, the general ones being those which caused recessions not only here but in Europe. A fundamental factor all over the world has been "the absence of real investment capital." In these circumstances the supply of securities for sale became greater than was the demand for purchase. In the months immediately preceding the declines there had been an increase in investment capital throughout this country, due to the large crops of last year. While this to some extent relieved the situation, the relief "was more than offset by a corresponding increase in the number of new issues of a more speculative nature which returned high rates of interest."

Had the character of these new securities been normal and their quantity not unusual, the recession probably would not have gone so far, but there had been for two years a demand from investors for higher returns on their money. This naturally and steadily lessened the demand for high-grade bonds and standard stocks giving only limited returns. Instead of being content with from $4\frac{1}{2}$ to 5 per cent., investors have sought for 6 and even 8 per cent. The prospectuses for new issues were presented to them with so much optimism, and the favorable facts about them were so widely exploited, that "even the old-fashioned investor tended to lose his judgment." Among these issues were those of rubber-tire companies and makers of motor-cars. A little experience under keen competition soon demonstrated that the enormous earnings of the first two or three years could not be maintained.

Issues of this unseasoned class, having thus been tried and found wanting, came on the market in great volume and with rapidity. Not only were these securities depressed, "but everything else of a speculative or investment nature." Meanwhile, the unsettled condition of the foreign financial markets led to the liquidation of foreign investments in American securities and gold was drawn from America. This country instead of being in a position to look after its own affairs and to conserve its resources, was thus called upon to finance a European demand.

Mr. Moody believes it is a conservative statement to say that the highest grade stocks and bonds "have now pretty well discounted, not only recent events, but the uncertainty of the immediate outlook." On this point he says:

"Many of the good issues are to-day selling far below their asset or true values, and while they may naturally with further market unsettlement sell still lower, yet the real investor who to-day goes into the security market and makes selections with intelligence and discrimination will cer-

tainly be getting securities fairly cheap. No one can, except through accident, buy at the absolute bottom, and the stories we hear about people who bought Union Pacific at par in 1907 or United States Steel sinking fund 5s at 80 are not criteria of what the general investment public did at or about that time. Even those who bought the issues at those prices secured them by accident more than by process of financial reasoning. The people who bought securities two months later, paying 125 or 130 for Union Pacific and 90 and 95 for United States Steel bonds, were the class who acted with more conscious intelligence and who made their purchases on a much clearer analysis of the general situation. In other words, people who bought in the midst of the panic were naturally speculating to a pretty full extent, while those who bought two months later were clearly investing, as they had demonstrated facts back of their judgment which warranted them in doing what they did.

"The type of issues which from the purely investment standpoint appears to be desirable at the present time are high-grade railroad bonds or stocks and certain well-seasoned and well-tested industrial issues. For the bond investor there is probably nothing better just at this season, among the long-term bond issues, than St. Paul general 4s or $4\frac{1}{2}$ s, the Baltimore & Ohio first 4s, Northern Pacific 4s and refunding 4s, Atchison general 4s and adjustment 4s, and certain of the divisional 4s and $4\frac{1}{2}$ s of the Pennsylvania, New York Central, Chicago & North Western, and Illinois Central systems.

"All issues of this general type are to-day selling down around the abnormally low prices reached in the panic period of 1907. Even the investment conditions generally remain poor for some years, and these bonds do not rise very much in the immediate future, yet the liberal return on the investment at present prices is certainly a matter not to be overlooked. For example, Atchison adjustment 4s, really a very high-grade issue, are now quoted around 83, whereas 18 months ago they were selling at about 95. There is no better bond in this country in the railroad field than Northern Pacific first 4s. Two years ago they were selling steadily above par and to-day they can be bought below 95. And so it is all along the line."

THE OUTLOOK

The bright spot in the immediate outlook is afforded by the condition of the crops. Winter wheat early in May was in better shape than at any other corresponding date of which we have records. It is generally agreed that the promise this year is for a tremendous harvest—one better even than the bumper harvest of last year. We had a mild winter favorable to winter wheat, so that the acreage killed is small. Spring rains then followed with plenty of sunshine "just at the right time and just in the right amount," says a writer in *The Investments Magazine*.

Enormous crops may, however, prove to be an embarrassment, because they require heavy financing. It seems probable that more money will be required in the autumn to handle this year's crops than was ever required before. The banks are already striving to build up their reserves, in order to have cash with which to handle the harvest without undue strain. Their

efforts have been greatly assisted by a recession in trade, which has led to a contraction in commercial loans. This recession, so far as the general country is concerned, may therefore prove a blessing in disguise. Reports are at hand of a heavy movement in the grain that was held over by the farmers from last year. A large proportion of that crop remained still unmarketed as late as early in April. Reports since that time have indicated a heavy movement to market. Because of this, farmers who have borrowed money from country banks are able to pay off their loans. By this means the country banks promise to get into much better shape by the time when crop-moving demands set in. The requirements from New York and Chicago may prove not to be as heavy as they at one time were expected to be. Fundamental conditions, says the writer in this magazine (as many other writers say), "are sound, and there would seem to be no reason for pessimism or any serious change in the situation for the next year."

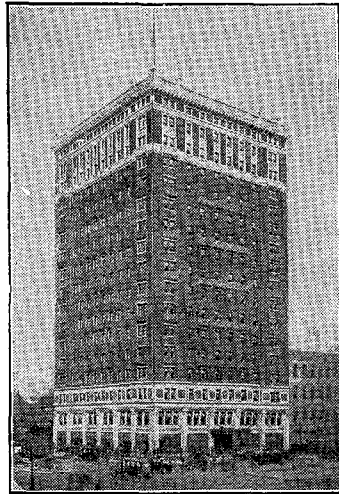
A reassuring interview on business conditions, with Theodore N. Vail, president of the American Telegraph & Telephone Company, was printed on May 21 in *The Wall Street Journal*. Mr. Vail is recognized as one of the biggest and wisest leaders in the industrial world of our time. "It seems to me," he said, "that the fundamentals are sound. Most of our troubles are superficial and are, therefore, susceptible of rapid and decisive improvement"; recovery in the security market to more normal and happier conditions "is merely a matter of time and patience." Mr. Vail believes the present cautious attitude in the money market to be "the very best guaranty in the world that we shall not have stormy times." He is not worrying over the tariff legislation or the depression in industrial New England. "What we want," says he, "is more courage and the disposition to make the best of things." He believes that an increase in freight rates "is the very biggest thing that could possibly happen in this country to-day." The railroads need the increases, they "must have them," and he feels "morally certain that they will get them." A rational solution of this problem would mean "a 25 to 50 per cent. expansion in general business." He has faith in the "enduring ability of the people of this great country to triumph over all obstacles." Finally, he says, any broad view of present conditions must have for its horizon "the Western wheat fields where nature is happily promising to pour out another wonderful harvest."

COMMODITY PRICES LOWER

Bradstreet's for the fifth time this year reports lower commodity prices. The index number for December was the highest on record; the number for May 1 the lowest that had been reached since July of last year. The net decline since December is 4.2 per cent. After May 1, for a fraction of the month, there was a further decline of 1.3 per cent. The index number for May 1, however—that is, \$9.1399—is still high, with one exception the highest ever recorded at this season of the year.

In another article *Bradstreet's* compiles from Government bulletins statistics of retail prices (the index number is for wholesale prices) during the past twenty-three years. They relate to fifteen articles of

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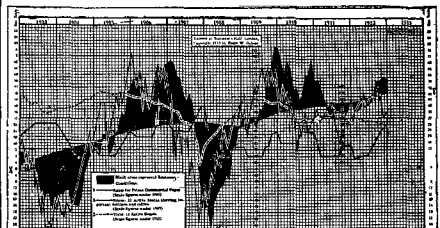
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food, representing approximately about two-thirds of the expenditure for food made by the average workingman's family. The table, compiled for the Government and reproduced in *Bradstreet's*, gives both simple averages and what are known as "weighted averages." "Weighted averages" are computed by a process which gives to each article mentioned its weight according to the average consumption of it in a workingman's family. Following are the figures. They relate to the United States as a whole and cover the period from 1890 to 1912:

	Simple average prices	Relative prices weight'd		Simple average prices	Relative prices weight'd
1890....	102.0	101.9	1902....	116.8	114.7
1891....	103.6	103.4	1903....	116.9	114.7
1892....	101.7	101.6	1904....	118.3	116.2
1893....	104.6	104.1	1905....	118.3	116.4
1894....	99.5	99.2	1906....	122.4	120.3
1895....	97.2	97.1	1907....	128.0	125.9
1896....	94.9	95.2	1908....	132.5	130.1
1897....	96.4	96.7	1909....	140.3	137.2
1898....	99.4	99.7	1910....	148.5	144.1
1899....	100.6	100.8	1911....	146.9	143.0
1900....	102.9	103.0	1912....	157.9	154.2
1901....	109.5	108.5			

Special interest attaches to this table in its bearing on the assertion often heard that, when the high cost of living at the present day is dwelt upon, comparisons are too often made with the low prices of years of depression, such as 1896 or 1897. It will be seen from the table that while the prices in those years were low, they were not phenomenally lower than they were in the years immediately preceding or immediately following 1896 and 1897. Another table shows by percentages how much higher prices were in the year 1912 than in the other years from 1890 to 1911. It will here be seen that they were higher in 1912 by 66.4 per cent. than they were in 1896; higher by 53 per cent. than in 1900; and higher by 33 per cent. than in 1905. *Bradstreet's* remarks that the greatest percentage of increase in 1912 as compared with 1890 occurred in smoked bacon. Pork chops came next. Granulated sugar, however, in 1912 as compared with 1890, showed a decline, but when compared with other years sugar took a reverse course. Wheat, flour, and milk showed some of the smallest percentages of advance.

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When it was announced in April that Philadelphia would offer an issue of \$4,000,000 4 per cent. bonds, incredulity was often expressed as to the success of the offer. Bond issues by railroads a few weeks before had not turned out auspiciously. Moreover, the low rate of interest was thought to be heavily against success. The result was that Philadelphia sold this issue at par and sold it promptly. This is declared by a writer in *The Annalist* of the New York Times to have been "a genuine triumph for the Blankenburg administration."

The success was due not to syndicates or bankers, but to small investors. Many of the bonds were sold directly "across the counter" to buyers who had been hoarding their savings for many months. Cases are mentioned in which the money was taken out of old stockings, out of tea-pots, and out of other hiding-places. Many of the bills and coins bore in their crumpled and tarnished condition unmistakable evidence of having been long out of circula-

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tion. The writer gives further interesting details:

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"Subscriptions came not only from residents of Philadelphia, but from the investors in surrounding cities and towns in Pennsylvania. This small class of investors has been standing aloof from the bond market, discouraged by the weakness of seasoned securities, rendered timid by the reflection of battle smoke cast across the Atlantic, and fearful of the semi-socialistic activities of legislators. But as soon as Mayor Blankenburg opened the window of the city treasury and went into the business of selling bonds across the counter, the hoarders began to come out. They were diffident and uncertain at first, but when the local banks began to buy and the initial day's dealings ran up a total of over \$1,000,000, the small buyer's confidence increased, and on the second day they were the mainstay of the market.

"While their purchases were extensive, the falling off of the demand for the loan on the part of the banks on the second day's business stirred the Mayor to activity. He solicited the interest of Edward T. Stotesbury, one of his advisers and the head of Drexel & Co. of this city. Mr. Stotesbury is credited with having made personal requests for subscriptions among those financial institutions in which he is interested. A general response followed. This response, coupled with the purchases made by those banks which carry city deposits, swelled the tide of small investments and finally ran the total subscription up to \$4,140,500, when the loan was withdrawn from sale on Wednesday night.

"This sum is \$640,500 in excess of the amount originally offered, \$3,500,000; but Mayor Blankenburg decided to accommodate the individuals who came as clients on the last day. The authorized issue was \$7,000,000. The balance will not be offered until later in the year, as the city is now provided with funds sufficient for its immediate needs. The Mayor makes the statement that he could have sold the entire \$7,000,000 at this time. His chief gratification lies in the fact that the greater portion of the new loan was taken by the people for permanent investment. Another feature of the sale of these 4 per cent. bonds at par was that it was made in the face of outside offerings of practically the same bonds at 99 1/4. A large private New York banking house has had several hundreds of thousands of city 4s for a long time. When it became known that Philadelphia proposed to put out another issue of the same kind, this firm endeavored to get rid of its holdings by offering them at a shade under par, and so advertised their sale side by

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side with the Mayor's announcement in the newspapers. At the same time it was predicted that the new loan would fail; bankers declared that they would not buy the new bonds at par when they could secure them in the open market more cheaply; but Blankenburg had such confidence in civic pride, and the compelling power of the city's financial integrity, that he persisted and carried the sale of the municipal bonds to a distinct success."

THE PETITION FOR RAILROAD-RATE INCREASES

The Eastern trunk line and other railroads made application early in May to the Interstate Commerce Commission for a rehearing and modification of the decision of 1911 denying their application for increases in rates. The roads now ask for an advance in all rates on the basis of 5 per cent. on existing charges. If granted, the new rates would apply to all interstate freight traffic north of the Potomac and Ohio and east of the Mississippi. The reasons given for the petition were the familiar ones as to increases in wages, higher cost of material, and other items making for lower percentages of net earnings.

The expectation seems to be general that this petition may succeed. The commissioners have already taken the application under advisement, but it is not yet regarded as certain that hearings will be granted before the Commission adjourns for the summer. *Bradstreet's* learns that railway officials are "extremely hopeful of a favorable result," while in the financial market there exists a feeling that the Commission will give heed to the request of the roads. One significant and encouraging feature of the situation is that signs are wanting of any disposition on the part of shippers or similar interests to oppose the application. In 1910 when the roads petitioned for higher rates and met with a refusal, many commercial organizations interposed objections. Their action is believed to have been of considerable influence in bringing about the rejection of the petition at that time. It is now said that various business men, including large shippers, have expressed approval of the petition, a common reason for this attitude being a conviction that the credit of the railroads needs to be strengthened, in order that they may more rapidly obtain such new capital for improvements as the growth of the country has made imperative. *The Financial World* says on the subject:

"The Commission may refuse the application to reopen the case, but the probability is that hearings will be granted and the roads allowed to submit their proof. This proof will show, it is alleged, that the cost of conducting the business is being steadily increased by increases in capital charges, wage advances, tax increases, increased burdens imposed by new State laws, such as 'extra crew' laws, elimination of grade crossings, installation of various safety devices and appliances, etc. Existing rates are alleged to be unreasonably low and insufficient to afford a proper compensation for the service afforded. Many millions of dollars are necessary at this time to enlarge terminals, buy new equipment, tracks, shops, etc. The necessary capital, it is claimed, can not now be obtained except on terms which 'would be prohibitive or which the carriers would not be justified in assuming.' The increases would permit the necessary borrowing of new capital, it is declared.



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"It is undeniable that the railroads have had their burdens greatly increased, as alleged, but shippers will naturally contest the proposed advance at this time when business is contracting and the tendency of prices of commodities is downward. It will undoubtedly be pointed out by the shippers that the majority of the Eastern roads are earning sufficient to pay dividends. Indeed, the Interstate Commerce Commission has held on several occasions that where a road is shown to be earning a net return, there can be no confiscation, and rates could not be altered. It will also be maintained, no doubt, that the roads have no right to capitalize the increased receipts which will be obtainable under the 5 per cent. increase, but should utilize them, if obtained, to make the improvements and extensions required.

"The carriers in their petition frankly admit that they intend to do more borrowing if the advances are granted, but it would seem that, all things considered, this policy of piling up debt upon debt to keep going should be altered. Creating new debts through issuance of long-term bonds is merely storing up material for trouble, and another increase in rates later on. If rate advances are granted, the paper of the railroads will be accepted by all those having goods to sell to the railroads, and this paper can be discounted at the banks. Such short-term financing is the soundest course to pursue at this time. No new financing will be necessary, nor should the roads be permitted to place any additional long-time fix charges ahead of existing securities. To do so would merely depress the values of such securities still more."

FEWER EXPORTS OF MEAT AND GRAIN

While our exports of all kinds continue to supply a formidable and increasing total, adding more and more millions this year to the balance of trade in our favor, the figures show a rapid decline in our exports of meats and grains. For the calendar year 1912 figures just issued by the Government show an exportation of only 33,000 cattle as against 164,000 in 1911, 270,000 in 1908, 494,000 in 1906, and 599,000 in 1904. In other words, eight years ago the total number exported was nearly twenty times as great as last year. In the matter of values, the cattle exported last year represented in round numbers \$3,000,000, while in 1911 they represented \$14,000,000; in 1908, \$24,000,000; in 1906, \$38,000,000, and in 1904, \$41,000,000. Stated differently, the exports of 1912 in value represented only about 8 per cent. of those exported in 1904. These figures mean, of course, a diminution in the cattle supply as well as an increase in our own population.

What is again impressive is the statement that the cattle imported by this country in 1912 amounted to 300,000, whereas in 1904 they amounted to only 16,000; their value last year having been over \$5,000,000, and in 1904 \$310,000. The decline in the number of cattle raised in this country is indicated by the statement that on January 1, 1912, there were 58,000,000 cattle on American farms, while in 1907 there were 72,500,000. Other items showing a decline in our exports of foodstuffs are set forth in *Moody's Magazine* in a summary of the Government statement:

"The exportations of meat show a marked falling off, especially those of fresh beef, of which the exports of the year were but 9,000,000 pounds, against



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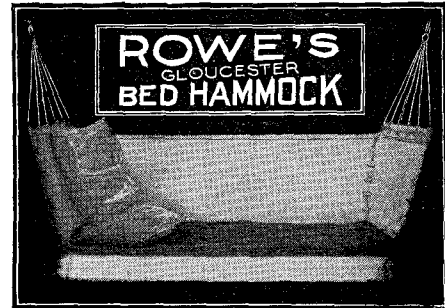
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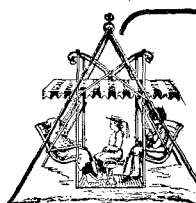
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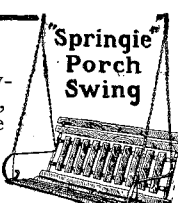
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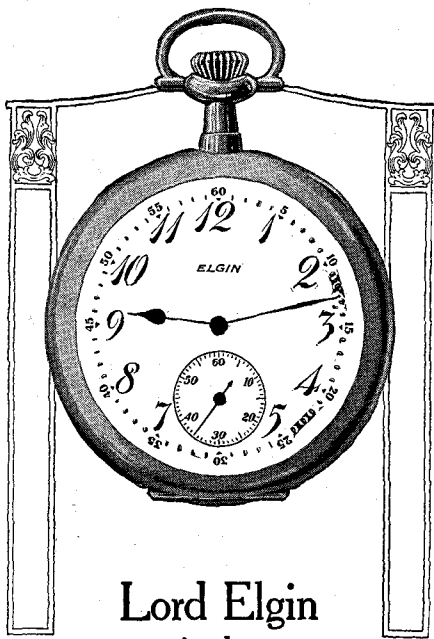
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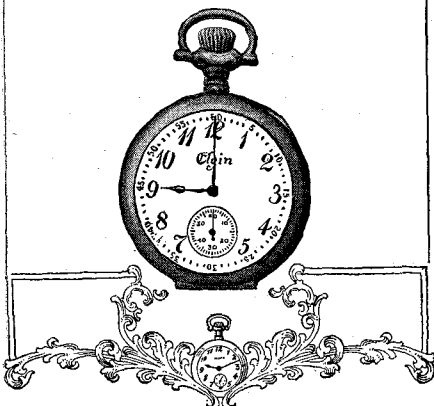
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29,000,000 in 1911, 156,000,000 in 1908, 270,000,000 in 1906, and 354,000,000 in 1901, the fresh-beef exports of 1912 being less than 3 per cent. of those of 1901. In other meats there is a marked decline, tho less proportionately than that in fresh beef. The total value of meat and dairy products exported in the year approximated \$145,000,000, against \$181,000,000 in 1908 and \$209,000,000 in 1906.

"Breadstuffs exported in 1912, while showing a larger total than in 1911, are far below those of earlier years, the total for the calendar year 1912 approximating \$165,000,000, against \$215,000,000 in 1907 and \$277,000,000 in 1901.

"Further indication of the changing character of the export trade is found in the fact that the exportation of agricultural products as a whole, while larger in the fiscal year 1912 than in any previous year, except 1907, forms but 48 per cent. of the total exports, against 57 per cent. in 1907, 66 per cent. in 1899, 75 per cent. in 1886, and 84 per cent. in 1880."

Connected with this matter are some interesting figures set forth in the report of an investigation recently made for the University of Illinois. The report gives a cattle census of the world, which is reproduced with comments by *The Annalist* of the New York Times, as follows:

NUMBER OF CATTLE BY COUNTRIES			
Country	Year	Total Cattle	Per Cent.
British India	1909	108,000,000	24
United States	1910	71,000,000	16
Russia	1908	47,000,000	10
Argentina	1908	29,000,000	6
Brazil	1908	25,000,000	6
Germany	1907	21,000,000	5
Austria-Hungary	1908	18,000,000	4
France	1909	14,000,000	3
United Kingdom	1910	12,000,000	3
Australia	1909	11,000,000	2
Canada	1910	7,000,000	2
Other countries	—	85,000,000	19
Total	—	448,000,000	100

"Not only has the United States 16 per cent. of all the cattle in the world, but in this country the number of cattle per capita is still very much greater than in India, France, Austria-Hungary, Germany, Holland, Russia, Great Britain, Belgium, or Italy. That is not so striking as the number of cattle per square mile, which is only 23 in the United States, against 164 in Belgium, 144 in Denmark, 135 in Netherlands, 99 in Germany, 97 in the United Kingdom, and 69 in France. The effect of increasing density of population upon the production of cattle is not what one might think. On this subject the report of the experiment station reads:

"Evidently a dense population and an intensive system of agriculture do not necessarily involve a decrease in the cattle-raising industry; but, on the other hand, it appears to increase. Only in Holland, where the cattle are chiefly of the dairy type, is a relative decrease noted, and this is so slight as to be considered insignificant. In general, the value of land increases more or less directly in proportion to the increase in population, from which it is apparent that cattle raising has not been found incompatible with high-priced land in the countries represented above. Had it not continued to be profitable as population and land values increased it would long since have been discontinued.

"It is impossible that the United States should ever have the number of cattle per square mile that can be produced in European countries, where a much larger proportion of the total area may be under intensive cultivation. However, it is statistically evident that before the United States need import its meat supplies it can continue for many years to supply itself by increasing home production, even on high-priced land."

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"A. A. J." Philadelphia, Pa.—"Can you give me the English pronunciation of *Camembert* as applied to cheese?"

The dictionaries do not recognize an English form of the word *Camembert*. Therefore, unless one knows that an English pronunciation does have unquestioned currency among educated people, one should use only the French pronunciation, which is ka-mang-bair' (first a as in *at*, tho hardly so "flat," and somewhat as *on* in *conquer* but with the vowel of *father* not of *fault*, and *bair* much like the English word *bear*).

"E." Allentown, Pa.—"(1) Are the following sentences correct? 'He will complete his series of talks with one on, etc.' 'He observed the day with feasting.' Should the preposition *by* be used instead of *with*? (2) Can you give any general rule governing these two prepositions, which are especially confusing?"

(1) The word *end*, *close*, *finish*, would be better than *complete* in your first sentence, and the preposition should be *with*. In your second sentence, say "*with feasting*," if you mean *feasting* to be synonymous with "*a feast*"—that is, if the word is a noun outright; but say "*by feasting*" if the word *feasting* is primarily a verb in a noun form—called variously "*participle*," "*participial noun*," etc. Compare "He celebrated his election *with a trip* to Washington" with "He celebrated his election *by going* to Washington."

(2) The difference here suggested between *by* and *with* can be formulated only in a loose way. Between the two is a neutral territory to which no briefly worded rule will apply. In the main, one may say that *with* introduces a passive instrument, *by* an active agent (tho the agent is not necessarily a living thing). "He was killed *by* a fall from his horse"—"*with a dagger*." Formerly this distinction was not observed. Shakespeare makes the shepherd in *A Winter's Tale* report that Antigonus "was torn to pieces *with a bear*."

"C. H. H." New Orleans, La.—"A and B are discussing the words 'further' and 'farther.' A claims that there is no real distinction between the two—that their use is determined by euphony solely. B contends that there is a distinction—that 'farther' relates to a distance that can be measured in feet and inches, while 'further' relates to a distance that can not be measured. Which is correct?"

There does not seem to be any difference of meaning in the words *further* and *farther*. It is rather the sound alone which guides speaker or writer to the preference of one to the other. Whenever one has in mind, or ringing in ear, the word *far* associated with the comparative form, that comparative form will be *farther* rather than *further*. "Is it *further* to A than to B?" "Yes, five miles *further*." "Is it as far to A as to B?" "It is *farther*." "Thus far, and no *farther*,"—"go no *further*."

"H. L. H." Valencia, Pa.—"Within the meaning of 'cousin' and 'second-cousin' is it correct to speak of Elizabeth as the *cousin* of Mary Queen of Scots?"

James V. of Scotland, father of Mary Queen of Scots, and Queen Elizabeth of England were cousins, being children respectively of Margaret of England and Henry VIII. (sister and brother). Then Mary Queen of Scots was "first cousin once removed" to Elizabeth; see Funk & Wagnalls STANDARD DICTIONARY, page 429: "*A first cousin once removed* is the child of one's first cousin."

"G. P. W." Omaha, Neb.—"Is it permissible for a physician to sign his name as Dr. So-and-so, or should it be So-and-so, M.D.? In his printed matter should it be Dr. So-and-so or So-and-so, M.D.?"

Whether a physician (or any one else) should prefix or add his professional title depends upon whether the matter that he signs is wholly a social or in some degree a business communication. In business papers, it is in place for any one to indicate his professional character. In the case of a physician, this is done more specifically by adding *M.D.* than by prefixing *Dr.*